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January 22, 1990

URBAN/MUNICIPAL

AGENDA OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

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CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1990 January 18

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1990 January 22
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL
JAN 22 1990
GOVERNMENT DOCUMENTS

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:lp

A G E N D A:

A. DELEGATION

11:00 a.m. - Parking Regulations - Elgar Avenue - Mr. F. Morgan

1. Minutes of the Monday, December 04, 1989 meeting of the Transport and Environment Committee

2. MANAGER OF PURCHASING

(a) Purchase of One (1) 24,500-25,000 LB. GVW Chassis with Stake Dump and Crane, Unit #9267, Central Garage

(b) Replacement of Stolen Hand Tools, Chedoke Workshop

(c) Annual Supply of Concrete, Public Works Department, 1990-1991

(d) Supply and Delivery of Sign Blanks, Traffic Department

(e) Annual Supply of Aggregates, Public Works Department 1990-1991

(f) Annual Supply of Asphalt, Public Works Department 1990

(g) Supply and Delivery of Steel Forms for Sidewalks, Public Works Department

3. CITY SOLICITOR

(a) Offer of Compensation and Notice of Possession - 1477 Upper James Street

(b) Offer of Compensation and Notice of Possession - 1201 Limeridge Road East

4. DIRECTOR OF PROPERTY

(a) Purchase Rear of 144 Annabelle Street - Roadway Purposes

(b) Purchase Rear Land Stone Church Road East/Acadia Drive (Tony DiSilvestro) Roadway Purposes

(c) Purchase part of 564 and 570 Stone Church Road East (formerly owned by the Welsh Estate and Little Family) - Roadway Purposes

(d) Purchase Rear Land Stone Church Road East (Tony DiSilvestro) Roadway Purposes

(e) Purchase Rear Land Stone Church Road East (John Fortino) Roadway Purposes

(f) Purchase Rear Land Stone Church Road East (Fausto Carnicelli, In Trust) Roadway Purposes

5. COMMISSIONER OF ENGINEERING

(a) 1990 Road and Sidewalk Capital Reconstruction Program

(b) Establishment of Donn Avenue North of Queenston Road - Stoney Creek, as a Highway

(c) Amendment to Subdivision Agreement - Wellington Chase Inc.

(d) Revised Rates - 1990 Local Improvement Charges

(e) 1990 Servicing Expenditures Related to Subdivisions

(f) Incorporating Certain City Lands into various Streets, Avenues, etc.

(g) Construction of Sidewalks on the North Side of Barton Street between Nash Road and Centennial Parkway

(h) Revision of Annual Charges for Overweight Permits

(i) Annual Overload Permit Stelco Steel

(j) Annual Overload Permit K's Transport Inc.

(k) Lighting - Alleyway between Barton Street and Robert Street

(l) Inadvertent Encroachment Agreements

DIRECTOR OF TRAFFIC

6. INTERSECTION CONTROL

(a) Eaglewood Drive and Presido Drive and Royal Vista Drive and Eaglewood Drive

(b) Empress Avenue and Millen Avenue

(c) Robson Crescent and Rosewell Avenue

(d) Goldengate Avenue and Templemead Drive

(e) Glen Echo Drive and Loyalist Drive

(f) Glenhaven Court/Glenhaven Drive and Greenshire Drive

(g) Desantis Court and Charing Drive

(h) Sloan Avenue at Indian Crescent

7. SCHOOL TRAFFIC OFFICER

(a) Intersection of Juliebeth Street and Stone Church Road

(b) Intersection of Mohawk Road and Mall Road

8. PARKING REGULATIONS

(a) Agnes Street between Argyle Avenue and Campbell Avenue

(b) Mahoney Avenue between Parkdale Avenue North and Adeline Avenue

(c) Undercliffe Avenue between Aberdeen Avenue and Inglewood Drive

(d) Mars Avenue between Emerald Street and Wentworth Street

(e) Tyne Place

(f) Sunninghill Avenue between Rendell Boulevard and Upper Ottawa Street

11. BILLS

(a) By-law to Incorporate Block 44, Plan 62M-614 into Ossington Drive

(b) By-law to Incorporate Block 45, Plan 62M-614 into Broughton Drive

(c) By-law to close and to authorize the sale of Raeburn Road, designated as Parts 22, 23, 24 and 25, Plan 62R-8933

(d) By-law to Incorporate Part 2, Plan 62R-9553 into Rita Avenue

(e) By-law to Incorporate Part 20, Plan 62R-6257 into Quaker Crescent

(f) By-law to Incorporate Part 19, Plan 62R-6257 into Queen Victoria Drive

(g) By-law to Incorporate Block 80, Plan 62M-628 into Republic Avenue

(h) By-law to close and to authorize the sale of the public Walkway, from Upper James Street to Allison Crescent, Part 1, Plan 62R-5020

(i) By-law to establish and open the Alley North of King Street East from Wellington Street easterly to west limit of the first north/south Alley designated as Part 1, Plan 62R-10875

12. OTHER BUSINESS

13. ADJOURNMENT

A.

Corporation of the City of Har

Memorandum

****

TO: Members,
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz, Acting Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2727

SUBJECT: **ELGAR AVENUE BETWEEN LIMERIDGE ROAD AND FASSETT AVENUE - PARKING REGULATIONS**

DATE: 1990 January 18

Attached for your information please find a copy of a letter from Mr. Fred Morgan of 73 Elgar Avenue requesting an opportunity to appear before the Committee to discuss his concerns relative to the parking prohibition implemented on the West side of Elgar Avenue, between Limeridge Road and Fassett Avenue.

For your information the Transport and Environment Committee on the recommendation of the Fire Chief and the Director of Traffic Services approved the implementation of parking prohibition at its meeting held August 21, 1989.

City Council approved the recommendation of the Transport and Environment Committee at its meeting on August 29, 1989.

Attached for your information is a copy of the original report from the Director of Traffic to the Transport and Environment Committee dated July 25, 1989 and a letter from the Fire Chief dated July 04, 1989.

JJS:lp
Attach.

cc: Alderman D. Ross
Mr. M. Main, Director of Traffic Services
Fire Chief G. Baker

389.5088

73 Elgin Ave
Hamilton

To Mr Bob Rowse
From Fred Morgan

Gen. Gavin
388-1022

Sir

Those opposed to
the new parking regulations
Elgin Ave., Kenilworth to
Fazzett request a hearing
before the Traffic &
Environmental Committee
Please.

F. Morgan

Approved by Transport and Environment Committee 1989 August 21
Approved by the City Council 1989 August 29

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 July 25
COMM FILE: 3-9.2
DEPT FILE: TEC-183-89

SUBJECT: Elgar Avenue between Limeridge Road and Fassett Avenue - Parking Regulations.

RECOMMENDATION:

a) That, in accordance with the recommendation of the Fire Chief, a parking prohibition be implemented on the west side of Elgar Avenue between Limeridge Road and Fassett Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

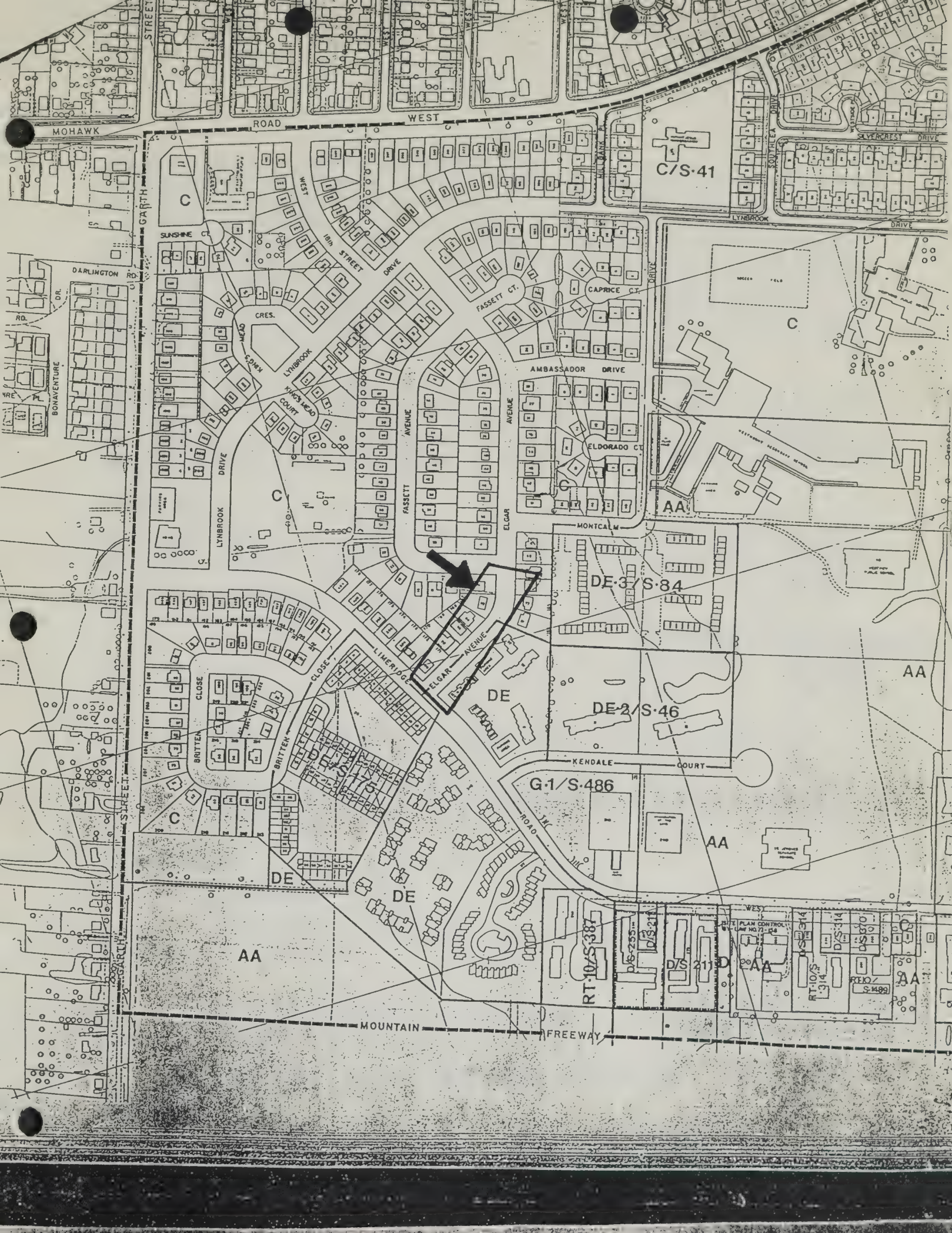
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department, on behalf of Alderman Don Ross, recently requested the Fire Department's opinion on whether or not parking should be removed from one side of Elgar as a safety measure related to potential access by fire trucks. Presently, parking is permitted on both sides of Elgar, except for a 112 foot "No Parking" area on the west side of Elgar north of Limeridge.

The Fire Chief has advised that, "due to the curve in the road, the nearby townhouse complex and the volumes of traffic" a parking prohibition in the block between Limeridge and Fassett would improve access by emergency vehicles in the event of a fire. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, the Traffic Department concurs with the recommendation of the Hamilton Fire Department, and recommends that the parking prohibition be on the west side in front of the single family homes, since otherwise, this side of the street would continue to be occupied by parked vehicles from the townhouses on the east side.


MOHAWK ROAD WEST
GARTH STREET
C/S-41
SUNSHINE CT.
18th STREET
DRIVE
DARLINGTON RD.
CRES.
KING'S MEAD
LYNBROOK
COURT
FASSETT CT.
CAPRICE CT.
AMBASSADOR DRIVE
ELDORADO CT.
FASSETT AVENUE
ELGAR AVENUE
MONTCALM
DE-3/S-84
LIMERICK CLOSE
ELGAR AVENUE
DE-2/S-46
BRITTEN CLOSE
KENDALE COURT
G-1/S-486
RT-10/S-387
D/S-211
D/S-314
RT-10/S-489
MOUNTAIN FREEWAY
C
DE
AA

L. G. SALTMARSH
FIRE CHIEF

FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON

HAMILTON FIRE DEPARTMENT
55 KING WILLIAM STREET
HAMILTON, ONTARIO
L8R 1A2

FAX: (416) 523-3730

FILE				
REC'D	JUL 5 1989			
To	Initials	Info.	Act.	R.
M.F.M.				
H.L.S.				
R.W.K.			✓	
M.B.H.				
R.W.H				
W.L.D.				
B.J.M.				
M.A.S.				
E.R.S.				

July 4, 1989

Mr. Murray Main
Director of Traffic Services
Traffic Department
City Hall

Dear Sir:

Re: Parking Regulations on Elgar Avenue

Elgar Avenue, north of Limeridge Road was surveyed by Hamilton Fire Department staff and it is recommended that a parking restriction, which allows parking on one side only, be instituted on Elgar from Limeridge Road, north to Fassett Avenue. It is recommended due to the curve in the road, the nearby townhouse complex and the volumes of traffic at this point.

However, there does not seem to be a present problem north of Fassett Avenue, since the road is straight and twenty-eight feet (28') wide.

Thank you for your cooperation in this matter.

Yours truly,

L. G. SALTMARSH
Chief

LGS/cc
cc: Alderman D. Ross

Monday, 1989 December 04
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman D. Christopherson, Acting Chairman
Alderman T. Cooke
Alderman D. Drury
Alderman J. Smith
Alderman D. Ross
Alderman V. Agro
Alderman D. Agostino
Alderman H. Merling (Arrived at 4:00 p.m. due to Civic Business)

Also present: Alderman F. Lombardo
Alderman T. Murray
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. A. Solomon, Traffic Department
Mr. T. Gill, Engineering Department
Mr. T. Bradley, Manager of Purchasing
Mr. T. Martiniuk,
Mr. D. Vyce, Director of Property
Ms. L. Lawrence, Solicitor's Department
Mrs. Diane Buist, Hamilton-Wentworth Police Dept.
Mr. Ron Barker, Third Sector
Mrs. Bernice Price, Hamilton Safety Council

Regrets: Mayor R. M. Morrow (Vacation)

Windermere Basin - Alderman Lombardo

Alderman Lombardo appeared before the Committee and requested that the Committee investigate the recent incident involving a white flaky substance over the Windermere Basin. Alderman Lombardo indicated that the M.O.E. had been called and they advised that this substance was as a result dredging being carried out in the Windermere Basin.

After considerable discussion it was moved by Alderman Ross seconded by Alderman Drury that the M.O.E. be requested for a report on the incident at the Windermere Basin which involve the appearance of this white flaky substance. Carried.

Minutes - November 20, 1989

The minutes of the Monday, November 20, 1989 meeting of the Transport and Environment Committee were adopted as circulated.

Feasibility of "Floral Advertising"

With respect to a discussion regarding the feasibility of "Floral Advertising" on the slope of the City owned ravine at the rear of the Visitor's Inn, the Committee directed Mr. Pavelka to report back at his earliest convenience.

It was moved by Alderman Smith seconded by Alderman Drury:

(a) That the ravine enhancement for the slope to the rear of the Visitor's Inn at 649 Main Street West, be approved on the basis of the following cost sharing agreement:

City of Hamilton	$ 7 000
Visitor's Inn	7 000
Total Cost	$14 000

(b) That the funds currently available in Account No. CH 55399 60437 Business/Industry Roadside Beautification Program, be committed to this project and carried over to allow 1990 implementation.

NOTE: Visitor's Inn has agreed to undertake all annual maintenance on these slopes where the enhancement has taken place.

Provision of Work Stations in the Administration, Streets & Sanitation and Fleet Services Division - Public Works Dept.

The Committee approved the following recommendation of the Director of Public Works respecting the Provision of Computer Work Stations in the Administration, Streets & Sanitation and Fleet Services Division of the Public Works Department:

(a) That the Public Works Department, in conjunction with Information Systems, be authorized to obtain 8 additional computer workstations;

(b) That the estimated leasing cost of $1 200 for a possible one month in 1989 be funded from overall savings in the salary accounts due to hiring delays, etc.;

(c) That the estimated annual leasing costs of $14 400 be placed in the 1990 budget of this department and an equal offsetting amount be shown as a reduction to staffing costs accounts or other accounts where a saving can be demonstrated due to productivity improvements.

Third Sector Employment Enterprises - Additional Surcharge

The Committee approved the following recommendation of the Director of Public Works respecting Third Sector Employment Enterprises - Additional Surcharge:

(a) That an additional $14 500 for November and December, 1989, be paid from Third Sector Recycling Account No. CH56322 60502 to Third Sector Employment Enterprises as per their request to offset the loss in revenue from the sale of newsprint to Quebec and Ontario Paper.

(b) That the Region of Hamilton-Wentworth be advised of the continually increasing deficit being incurred by Third Section Employment Enterprises and requested to pursue alternate courses of action to minimize the increasing deficit situation for recycling in Hamilton-Wentworth.

Balancing of Administration Accounts for the Fleet Services Division - Public Works Dept.

The Committee approved the following recommendation of the Director of Public Works respecting the Balancing of Administration Accounts for the Fleet Services Division of the Public Works Department:

That the following amounts be transferred from:

(a)	51000 64105 Shop Salaries to 51000 64001 Admin. Salaries	$52 840
	51200 64105 Shop Benefits to 51200 64001 Admin. Benefits	$10 010

(b)	55601 64001	Rental Equipment Internal	$6 500 to as follows:
	55201 64001	Travelling	$1 000
	55204 64001	Training Courses	$2 000
	56001 64001	Office Supplies	$2 000
	58001 64001	Office Equipment	$1 500

Expansion and Lease of Alleyway west and adjacent to 21 Main Street West

The Committee approved the following recommendation in an added report of the Director of Property respecting the Expansion and Lease of Alleyway west and adjacent to 21 Main Street West:

(a) That 52 James Street South Limited dedicate Part 1, Plan 62R-10694 (1,150 square feet) as shown on Schedule "A", to the City for the required widening of the alley located between Main Street West and Jackson Street West.

(b) That the City Solicitor be authorized to take the necessary steps to widen the existing alley by including the surface area known as Part 1, Plan 62R-10694.

(c) i. That the City lease back to The Wellesley Retirement Group Inc. approximately 800 square feet of the subsurface area of part 1, Plan 62R-10694 shown cross-hatche on the attached plan known as Schedule "B". The term of the lease will be 99 years at annual rental of $1 per year plus taxes commencing in any event on or before June 15, 1990.

ii. The Lessee will complete the surface of the entire area of Part 1, Plan 62R-10694 in the same material as that of the adjoining public alley.

iii. The Lessee shall provide the City with a three dimensional survey of the underground portion to be leased. Such survey shall be satisfactory to the Regional Surveyor. The survey and the lease shall be completed prior to commencement of construction on the City's property.

(d) That the City Solicitor be authorized to take steps to close that below grade portion (approximately 95 square feet) of the existing public alley as shown hatched on the attached plan (schedule "b") and that these lands be included in the City lease tot he Wellesley Group. The annual rent for this portion shall be $593.75 per annum plus taxes, to be reviewed every five (5) years of the 99 year lease term.

Supply and Delivery of Reflective Sheeting for the Traffic Dept.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Reflective Sheeting for the Traffic Department:

That purchase orders be issued for the supply and delivery of Reflective Sheeting as and when required during 1990 by the Traffic Department, appended hereto as Schedule "A", in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

3M Canada Inc., London, - A

Acme Signs, Rexdale, - B

NOTE: Lowest of three (3) tenders received. Funds provided in Traffic Sign Materials Account No. 56154 75999.

Supply and Delivery of Moisture Proof Drop-on Glass Beads, Traffic Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Moisture Proof Drop-on Glass Beads, Traffic Department:

That a purchase order be issued to Acme Signs Inc., Rexdale, for the supply and delivery of Moisture Proof Drop-on Glass Beads, Traffic Department, as and when required during 1990 at a cost of $.26 per pound, Provincial sales tax extra at 8%, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of four (4) tenders received. Funds provided in Pavement Marking Materials Account No. 56153 75999.

Supply and Delivery of Traffic Poles and Signal Arms

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Traffic Poles and Signal Arms:

That purchase orders be issued for the supply and delivery of Traffic Poles and Signal Arms as and when required during 1990 for the Traffic Department, appended hereto as Schedule "B", in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Nedco, Hamilton, - A

Wesco, Hamilton, - B

Provincial Sales Tax extra at 8%

NOTE: Lowest of five (5) tenders received. Funds provided in Traffic Signal Materials Account No. 56152 75999.

Supply and Delivery of Multi-conductor Traffic Cable, Traffic Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Multi-conductor Traffic Cable, Traffic Department:

That purchase orders be issued for the supply and delivery of Multi-Conductor Traffic Cable for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Nedco, Hamilton - In the amount of $10 422

Shawflex, Rexdale - In the amount of $64 443.60

NOTE: Lowest of six (6) tenders received. Funds provided in Traffic Signal Materials Account No. 56152 75999.

Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of Adjustable Face Traffic and Pedestrian Signal Heads:

That a purchase order be issued to Fortran Traffic Systems, Scarborough, for the supply and delivery of Adjustable Face Traffic and Pedestrian Signal Heads as and when required during 1990 by the Traffic Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Non-Ferrous Traffic Signal Heads	$264 each
Non-Ferrous Pedestrian Signal Heads	188 each
Polycarbonate Traffic Signal Heads	227 each
Polycarbonate Pedestrian Signal Heads	188 each

Less 17% discount, plus Provincial sales tax at 8%.

NOTE: Lowest of three (3) tenders received. Funds provided in Traffic Signal Material Account No. 56152 75999.

Purchase of two (2) F450 Cabs and Chassis with Service Bodies, Traffic Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Purchase of two (2) F450 Cabs and Chassis with Service Bodies, Traffic Department:

That a purchase order be issued to Parkway Ford Sales, Waterloo, in the amount of $63 002.88 for the supply and delivery of two (2) F450 Cabs and Chassis with Service Bodies for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest acceptable of three (3) tenders received. Funds provided in Automotive Equipment for Outside Operation Accounts CH58002 75120 ($26 000) and CF5536 758951004 ($37 002.88).

Supply and Delivery of PVC Conduit and Fittings, Traffic Department

The Committee approved the following recommendation of the Manager of Purchasing respecting the Supply and Delivery of PVC Conduit and Fittings, Traffic Department:

That a purchase order be issued to Wesco, Hamilton in the amount of $16 964.13 for the supply and delivery of PVC Conduit and Fittings as and when required by the Traffic Department during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of seven (7) tenders received. Funds provided in Traffic Signal Materials Account No. 56152 75999.

Commissionaires' Annual Salary Rates for 1990

The Committee approved the following recommendation of the Manager of Purchasing respecting Commissionaires' Annual Salary Rates for 1990:

That a purchase order be issued to the Canadian Corpos of Commissionaires (Hamilton), for parking enforcement services for 1990, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

	Hourly Rate
Sergeant	$10.43
Corporal	9.92
Commissionaire	9.50

NOTE: Funds provided in By-Law Services, Traffic By-law Enforcement Account No. CH56323 75020. This represents a 7.3% increase over 1989 rates. The Commissionaire will be receiving a 5% increase and the balance is due to increases in the Ontario Employer Health Tax, Unemployment Insurance increases and one new Statutory Holiday, Boxing Day.

Provision of Computer Workstations in the Traffic Department

The Committee approved the following recommendation of the Director of Traffic Services respecting the Provision of Computer Workstations in the Traffic Department:

(a) That the Traffic Department, in conjunction with Information Systems, be authorized to obtain nine additional computer workstations;

(b) That the estimated leasing cost of $1 125 for the remainder of 1989 be funded from overall savings in the department in the 51001 and 51401 accounts (Salaries, Wages and Benefits) due to delays in hiring;

(c) That the estimated 1989 software purchase costs of $11 000 associated with the computer equipment leasing be funded from overall department savings in the 56103 accounts (Operating Supplies);

(d) That the estimated annual leasing cost of $28 500 be placed in the 1990 budget of this department and an equal offsetting amount be shown as a reduction to staffing costs accounts.

All-way stop control at the intersection of Kent Street and Stanley Avenue - no action

The Committee approved the following recommendation of the Director of Traffic Services that no action be taken on the request for all-way stop control at the intersection of Kent Street and Stanley Avenue at this time.

Intersection of Queen Victoria and Queensbury Drives

The Committee approved the following recommendation of the Director of Traffic Services respecting the Intersection of Queen Victoria and Queensbury Drives:

(a) That three-way stop control be implemented at the intersection of Queen Victoria and Queensbury Drives; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Intersection of Shaw Street and Douglas Street

The Committee approved the following recommendation of the Director of Traffic Services respecting the Intersection of Shaw Street and Douglas Street:

(a) That southbound traffic on Douglas Street be required to stop for eastbound and westbound traffic on Shaw Street; and

(b) That City Traffic By-law 89-72 be amended accordingly.

School Traffic Officer - Herkimer Street and Dundurn Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the Intersection of Herkimer Street and Dundurn Street South:

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Herkimer Street and Dundurn Street South; and

(b) That, the 1990 School Traffic Officer Budget estimates be increased by $6 563 to cover the cost of assigning a school traffic officer to this intersection.

School Traffic Officer - Barlake Avenue and Violet Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the intersection of Barlake Avenue and Violet Drive:

(a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer be assigned to the intersection of Barlake Avenue and Violet Drive, during the three school crossing periods; and

(b) That, the 1990 budget estimates be revised to include $7 220 to cover the cost of assigning a school traffic officer to the intersection of Barlake Avenue and Violet Drive; and

(c) That parking be prohibited on the north side of Barlake Avenue commencing at a point 41 feet east of the extended east curb line of Violet Drive and extending to a point 40 feet easterly therefrom; and

(d) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations on the north side of Homewood Avenue west of Kent Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the north side of Homewood Avenue west of Kent Street:

(a) That the existing "No Parking" regulation on the north side of Homewood Avenue from Kent Street to a point 85 feet westerly be removed; and

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of East 31st Street between Munn Street and Queensdale Avenue; and

(c) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Strathcona Avenue North between Tom Street and York Boulevard; and

(d) That a parking prohibition be implemented on the north side of Anna Capri Drive between Upper Gage Avenue and Rita Court; and

(e) That a "One Hour Parking Time Limit" regulation to be in affect 24 hours a day, 7 days a week, be implemented on the west side of Belview Avenue between Cannon Street East and the northerly end; and

(f) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations Agnus Street between Argyle Avenue and Campbell Avenue - tabled

It was moved by Alderman Ross seconded by Alderman Drury that an item respecting Parking Regulations on Agnus Street between Argyle Avenue and Campbell Avenue be tabled to give Alderman Christopherson an opportunity to make area residents aware of staff's recommendation. Carried.

Policy respecting Petitions

It was further moved by Alderman Agro seconded by Alderman Ross that the Committees Policy respecting petitions state that if a petition comes directly to staff both Ward Aldermen should be notified and copied with the petition and if the petition comes to an Alderman and he or she forwards the petition to staff it is not necessary to advise the other Ward Aldermen. Carried.

Traffic Conditions in the Vicinity of Mountville Elementary School - 59 Karen Crescent

The Committee approved the following recommendation of the Director of Traffic Services respecting Traffic Conditions in the Vicinity of Mountville Elementary School - 59 Karen Crescent:

(a) That westbound Traffic on Karen Crescent be required to stop for northbound and southbound traffic on San Antonio Drive; and

(b) That the existing yield sign controlling northbound traffic on San Antonio Drive at San Pedro Drive be replaced with a stop sign such that northbound traffic on San Antonio Drive would be required to stop for eastbound and westbound traffic on San Pedro Drive; and

(c) That northbound traffic on Karen Crescent be required to stop for eastbound and westbound traffic on San Pedro Drive; and

(d) That City Traffic By-law 89-72 be amended accordingly.

Request for a reserved Permit Parking Space for handicapped resident - 277 Hughston Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved Permit Parking Space for a Handicapped Resident at 277 Hughson Street North:

(a) That a permit parking regulation be implemented on the west side of Hughson Street North commencing 104 feet south of Murray Street East and extending to a point 20 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Carmen Alaimo, 277 Hughson Street North; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Bus Stop Relocation - Limeridge Road East at Upper Gage Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a Bus Stop Relocation on Limeridge Road East at Upper Gage Avenue:

(a) That in accordance with the request of the Hamilton Street Railway Company, the following bus stop relocation be approved:

- Limeridge Route - eastbound - delete - Limeridge Road, west of Upper Gage Avenue (M/B)

- add - Limeridge at Upper Gage Avenue (N/S)

(b) That City Traffic By-law 89-72 be amended accordingly.

School Bus Loading Zone on Laurier Avenue in front of Buchanan Park School

The Committee approved the following recommendation of the Director of Traffic Services respecting a School Bus Loading Zone on Laurier Avenue in front of Buchanan Park School:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Laurier Avenue commencing at a point 234 feet east of Columbia Drive and extending to a point 42 feet easterly therefrom be relocated, such that the regulation commences at a point 98 feet east of Columbia Drive and extends to a point 40 feet easterly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Corner Clearance – East side of Dalewood Crescent, North of Sterling Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Corner Clearance on the East Side of Dalewood Crescent, North of Sterling Street:

(a) That stopping be prohibited on the east side of Dalewood Crescent between Sterling Street and a point 96 feet northerly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Provision of Additional Taxi Stands in the Central Business District

The Committee approved the following recommendation of the Director of Traffic Services respecting the Provision of Additional Taxi Stands in the Central Business District:

(a) That a taxi stand be implemented on the north side of Rebecca Street commencing at a point 163 feet west of Catharine Street and extending to a point 42 feet westerly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

New Traffic Operations Centre

The Committee approved the following joint recommendation of the Director of Traffic Services, Director of Property and Manager of Purchasing respecting a New Traffic Operations Centre:

(a) That approval be given to enter into contract with Trevor P. Garwood-Jones Architects Inc. as the Prime Consultant for the New Traffic Operations Centre. The contract amount will be $455 000.

(b) That a contract satisfactory to the City Solicitor be entered into between the City and Trevor P. Garwood-Jones Architects Inc.

(c) That the Mayor and the City Clerk execute the contract on behalf of the City.

NOTE: When the three (3) design concepts for the New Traffic Operations centre are available, they will be presented to the Transport and Environment Committee for approval. Periodic updates will be forwarded to the Transport and Environment Committee members by the project Manager and a public meeting will be held prior to final approval of the project.

Delegations

At 3:00 o'clock p.m. the Committee resolved to hear delegation to the Transport and Environment Committee.

Proposed Alley Closure First East|West Alley South of Concession Street from East 38th Street to the North| South Alley

As there was no delegation present respecting the Proposed Alley Closure First East/West Alley South of Concession Street from East 38th Street to the North/South Alley, the Committee approved the following recommendation of the Commissioner of Engineering:

(a) i. That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop up and close the First East/West Alleyway south of Concession Street from East 38th Street to the North/South Alley.

ii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv. That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

(b) i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii. That the City Clerk be authorized to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

560-596 Stone Church Road East - Proposed Road Allowance Closure

As there was no delegation present respecting a Proposed Road Allowance Closure of Holland Avenue at the rear of 560-596 Stone Church Road East the Committee approved the following recommendation of the Commissioner of Engineering:

(a) That Section 20 of the 2nd Report of the Transport and Environment Committee adopted by City Council on January 31st, 1989, directing the City Solicitor to prepare a By-law to stop-up, close and sell the unopened road allowance of Holland Avenue at the rear of 560 to 596 Stonechurch Road East be rescinded.

(b) i. That the City Solicitor be authorized and directed to make an application to the District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the unopened road allowance of Holland Avenue. The portions of Holland Avenue to be closed are more particularly described as parts 2, 3, 6, 7, 8, 9, 10, 11, 15, 16, 17, 18, 19, 22, 23, 26, 27, 30, 31, 34, 35 and 38 on the plan prepared by MacKay, MacKay and Peters Ltd., No. S-7123. Parts 7, 8, 9, 10 and 11 on the said plan will be retained.

ii. That the Commissioner of Engineering be authorized to sign an affidavit setting out that no public funds have been expended on the road allowance to be closed.

iii. That documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv. That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

v. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners; and

Provided the Judge's Order to close the highway is granted:

(c) i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

Stop Signs on Greenhill Avenue

An item respecting a request for Stop Signs on Greenhill Avenue was tabled to 4:00 o'clock at the request of Alderman Agostino in order to give the delegation an opportunity to appear before the Committee.

Resumed to regular Agenda

The Committee resumed its consideration of the regular agenda.

Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Supply and Installation of a Catch Basin in the Public Unassumed Alley to the rear of 25 Mountain Avenue:

(a) That an additional amount of $2 690 be approved for the construction of a catch basin in the unassumed alley to the rear of 25 Mountain Avenue.

(b) That the cost be financed from Account No. CH 55318 52025 Catch Basin Construction.

(c) That the firm of Cardeen Construction be engaged at a cost of $17 000 to construct the catch basin.

Renewal of the Dofasco Ingot Truck Agreement.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Renewal of the Dofasco Ingot Truck Agreement:

(a) That the application of Dofasco Inc. to enter into an Ingot Coil Truck Agreement to cover the movement of overweight vehicles on various City Streets be approved.

(b) That the Mayor and City Clerk be authorized to execute this Agreement.

(c) That consideration be given to including an amount of $5 000 in the Current Budget for an annual inspection of the route by a qualified consulting engineering firm.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Public Walkway on Upper James Street to Allison Crescent:

(a) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and sale of the public walkway from Upper James Street to Allison Crescent, as described as Part 1 on Plan 62R-5020;

(b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law;

(c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owner for the sum of $1;

(d) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act;

(e) That the City accept from the owner of 1655 Upper James Street a deed to a 3m parcel of land adjacent to the south property limit, as described as part 3 on Plan 62R-10569;

(f) That upon the exchange of the lands indicated above, the City solicitor be directed to prepare a by-law to lay out and establish a public walkway on Part 3 of Plan 62R-10569.

Inadvertent Encroachment Agreements.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Inadvertent Encroachment Agreements as outlined in a report dated November 27, 1989, File No. T103-50:

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "C", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That a first year fee and a subsequent annual fee as determined in schedule "C" be set for this privilege.

Banner Display Application

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Banner Display Application for the CHML Christmas Tree of Hope:

That the action of the Commissioner of Engineering in authorizing CHML Radio Ltd. permission to display a promotional banner across Main Street West in front of City Hall, from Monday, December 04, 1989 to December 11, 1989, with the following message be approved:

"Please support the CHML Christmas Tree of Hope"

1989 Servicing Expenditures related to Subdivisions

The Committee approved the following recommendation of the Commissioner of Engineering respecting the 1989 Servicing Expenditures related to Subdivisions:

(a) That the submitted schedules for the estimated cost of services in:

Anchor Road Industrial Park,
Oakdale Estates - Phase 6,

be adopted for inclusion in the respective Subdivision Agreements with the owners.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.

(e) That the City's share of the cost of services for these developments ($53 949.34) be approved, and that the Co-ordinating Committee recommend the source of funding for these projects.

(f) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate Block "80", Plan 62M-628, into the Republic Avenue road allowance following the registration of the Plan for "Oakdale Estates - Phase 6. (Note: Block 80, Plan 62M-628 is a 0.3 metre reserve owned by the City.)

1990-94 Capital Budget

The Committee approved the following recommendation of the Commissioner of Engineering respecting the 1990-94 Capital Budget as outlined in a report dated November 21, 1989, File No. T104-90. This approval will be forwarded to the Co-ordinating Committee for consideration to be included in the 1990-94 Capital Budget.

Anchor Road Industrial Park Construction of Road

The Committee approved the following recommendation of the Commissioner of Engineering respecting Anchor Road Industrial Park Construction of Roads:

(a) That A.J. Clarke and Associates be retained by the City to design and administer the construction of roads within Anchor Road Industrial Park Subdivision at an estimated cost of $20 000;

(b) That the Co-ordinating Committee be requested to recommend the method of financing.

Reconstruction of East 23rd Street from Fennell Avenue to the South Leg of McLennan Avenue and Resurfacing of East 23rd Street from McLennan Avenue to 75m Southerly

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Reconstruction of East 23rd Street from Fennell Avenue to the South Leg of McLennan Avenue and Resurfacing of East 23rd Street from McLennan Avenue to 75m Southerly:

(a) That the Commissioner of Engineering be authorized and directed to reconstruct East 23rd Street from Fennell Avenue to the south leg of MacLennan Avenue in 1989 in conjunction with the ongoing sewer construction at a cost of $72 000, and resurfacing of East 23rd Street from MacLennan Avenue 75m southerly at a cost of $10 000.

(b) That the Co-ordinating Committee recommend a source of funding for the work.

Bills

The following Bills were introduced:

(a) By-law to Establish an Alley west of Wellington Street designated as Parts 1 and 2 on Plan 62R-10690

(b) By-law to Incorporate Reserve "A", Plan 970 into Christopher Drive

(c) By-law to Incorporate Part 4, Plan 62R-10444 into Chester Avenue

(d) By-law to Incorporate Block 24, Plan 62M-409 into Benemar Court

(e) By-law to Incorporate Block 18, Plan 62M-382 into Charing Drive

(f) By-law to Incorporate Block 116, Plan 62M-528 and Block 23, Plan 62M-409 into Rushdale Drive

(g) By-law to Incorporate Reserve "B", Plan 970 into Alderson Drive

(h) By-law to close and retain a portion of Augusta Street designated as Parts 1 and 2 on Plan 62R-10660

(i) By-law to Incorporate Block 111, Plan 62M--583 into Ashcroft Drive

(j) By-law to Incorporate Reserve "A", Plan 878 into Malton Drive

(k) By-law to Incorporate Parts 1 and 3, Plan 62R-10608, Part 12, Plan 62R-9500 and Block 112, Plan 62M-583 into Rexford Drive

Release of Holdback for the District Office and Utility Building at Rymal Road

The Committee approved the following recommendation of the Treasurer respecting the Release of Holdback for the District Office and Utility Building at Rymal Road:

> That total holdback in the amount of $221 231.70 be released to Frid Construction Company Limited for the substantial performance of the contract, P.O. 3601, for the District Office & Utility Building at Rymal Road pending receipt by the Treasury Department of the standard release forms from the contractor and City Solicitor.

Stopping Prohibition on Seventh Avenue

The Committee approved the following recommendation respecting stopping prohibition on Seventh Avenue:

(a) That stopping be prohibited on the south side of Seventh Avenue from Upper Gage Avenue to a point 590 feet west.

(b) That City Traffic By-law 89-72 be amended accordingly.

NOTE: This item was introduced at the request of Alderman Smith.

Stop Signs on Greenhill Avenue

At 4:00 o'clock p.m. the Committee resolved to hear the delegation tabled earlier in the meeting respecting a request for stop signs on Greenhill Avenue.

Present: Alderman Merling, Chairman
Alderman Christopherson, Vice Chairman
Alderman T. Cooke
Alderman V. Agro
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman D. Ross

Also present: Alderman T. Murray
Mr. M. Main, Director of Traffic
Mr. M. Hazell, Traffic Department
Mr. T. Gill, Engineering Department
Mrs. Bernice Price, Hamilton Safety Council

The following area residents were present:

Ms. Gail Smith - 620 Greenhill Avenue
Mr. William Toth - 66 Summercrest Drive
Mr. Baldasarini - 751 Greenhill Avenue
Mr. George Titus - 66 Summercrest Drive
Mr. Doug Vallet - 19 Summercrest Drive
Mr. Michael LaFaive - 642 Greenhill Avenue
Mr. Don Russell - 66 Summercrest Drive
Mr. Bud Magat - 666 Greenhill Avenue
Mr. Ken Ruffel - 40 Summercrest Drive
Mr. Mike Delaro - 83 Summercrest

After considerable discussion it was moved by Alderman Agostino seconded by Alderman Drury:

(a) That parking on the south side of Greenhill Avenue in the vicinity east of Quigley Road, be restored to what it was prior to the opening of the Greenhill Avenue extension.

(b) That the yellow painted median on Greenhill Avenue in the area between Quigley Road and Blanche Court be removed and replaced with a standard centre road dividing line.

(c) That parking be permitted on the south side of Greenhill Avenue, in the area of the reservoir, from Summercrest Avenue to approximately 30m south of the railroad tracks, during non-rush hour periods only.

(d) That City Traffic By-law 89-72 be amended accordingly.

Adjournment.

Taken as read and approved the meeting then adjourned.

TAKEN AS READ AND APPROVED,

Robert C. Prowse,
Secretary

ALDERMAN H. MERLING, CHAIRMAN
ALDERMAN D. CHRISTOPHERSON, ACTING CHAIRMAN

2(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 December 7
COMM FILE:
DEPT FILE: T4-62-89

SUBJECT: PURCHASE OF ONE (1) 24,500-25,000 LB. GVW CHASSIS WITH STAKE DUMP AND CRANE, UNIT #9267, CENTRAL GARAGE

RECOMMENDATION:
That a purchase order be issued to Altruck Transportation Services, Hamilton, in the amount of $51,985.80 for the supply and delivery of One (1) 24,500-25,000 lb. GVW Chassis with Stake Dump and Crane, Unit #9267, for Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Reserve for Replacement of Mobile Equipment Account #CH5X503 00101.

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND: Tender Analysis

Altruck Transportation Services, Hamilton	$51,985.80
Carter G.M. Trucks, Hamilton	52,346.79
Eastgate Ford Sales, Hamilton	57,672.00

Twelve suppliers were requested to bid. Two declined and seven did not respond.

2(b)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 December 20
COMM FILE:
DEPT FILE:

SUBJECT: REPLACEMENT OF STOLEN HAND TOOLS, CHEDOKE WORKSHOP

RECOMMENDATION:

a) That a purchase order be issued to Snap-on Tools, Caledonia, in the amount of $10,569.52, for the replacement of hand tools stolen from the Chedoke Workshop.

b) As these tools are required immediately, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

NOTE: Funds provided in Reserve for Uninsured Losses Account #CH5X90300117.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:

The mechanic's hand tools were stolen during a break-in at Chedoke Workshop. Our claims personnel advised immediate replacement and authorized Snap-on Tools to replace the stolen tools.

OK

O.K. L.S.

P.O. 5578

FOR ACTION

219

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1990 January 5
COMM FILE:
DEPT FILE: Various

SUBJECT: ANNUAL SUPPLY OF CONCRETE, PUBLIC WORKS DEPARTMENT, 1990 - 1991

RECOMMENDATION:
That a purchase order be issued to Dufferin Concrete, Hamilton, for the supply and delivery of Concrete as and when required during 1990 and 1991 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Dufferin Concrete Products, Hamilton	1990	1991
2% Calcium Chloride	$ 2.00/m^3	$ 2.00/m^3
Heat	$ 7.00/m^3	$ 7.00/m^3
Sidewalk, Curb, Roadway Concrete Delivered and Picked up	$102.20/$m^3$	$106.20/$m^3$
Sidewalk, Curb, Roadway Concrete Picked up	$ 96.20/m^3	$100.20/$m^3$
Unshrinkable Fill-Delivered	$ 57.25/m^3	$ 61.25/m^3
-Picked up	$ 52.25/m^3	$ 56.25/m^3

After 5:00 p.m. and before 9:00 p.m. add $ 8.00/m^3
After 9:00 p.m. and before 7:00 a.m. add $16.00/$m^3$
Underload charges 1 m^3 - $120.00
2 m^3 - $ 80.00
3 m^3 - $ 50.00
4 m^3 - $ 30.00

NOTE: Lowest of five (5) tenders received. Funds provided in Stock Inventory Account CH56197 60999.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:

2(d)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 December 20
COMM FILE:
DEPT FILE: T17-21-89

SUBJECT: SUPPLY AND DELIVERY OF SIGN BLANKS, TRAFFIC DEPARTMENT

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Sign Blanks for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

1. Acme Signs (Ontario) Inc., Rexdale

   In the amount of $76 311.28

2. Mechanical Advertising Inc., Oshawa

   In the amount of $66 260.08

   Provincial sales tax extra at 8%

NOTE: Lowest of two (2) tenders received. Funds provinced in Traffic Sign Materials Account 56154 75999.

D Bradley

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:
This tender is in three parts. Each part was awarded based on the lowest total acquisition cost. Ten suppliers were requested to bid. One declined and seven did not respond. See tender analysis attached.

Ref: T17-21-89

THE CORPORATION OF THE CITY OF HAMILTON

SIGN BLANKS, TRAFFIC DEPARTMENT

PRICE EXCLUSIVE OF FEDERAL AND ONTARIO RETAIL SALES TAXES - UNIT PRICES

Quantity	Sign No	Size	MECHANICAL ADVERTISING	ACME SIGNS INC.
900	1M	60 x 60 x .081	17.27	17.90
500	2M	75 x 75 x .081	24.36	27.74
400	27M	30 x 90 x .081	15.10	13.77
400	47M	15 x 30 x .102	8.20	3.30
500	24M	600 x 750 x .081	21.45	22.95
50	3M	450 x 450 x .081	11.83	11.14
50	8M	450 x 600 x .081	14.07	13.95
200	12M	200 x 600 x .081	9.10	6.45
100	21M	600 x 600 x .081	18.30	18.76
20	28M	750mm Round	36.20	33.06
1	28M	900mm Round	47.48	48.55
50	31M	600 x 600 x .081	17.27	18.76
50	38M	750 x 750 x .081	24.36	23.06
50	32M	900 x 900 x .081	33.66	41.85
20	41M	750 x 750 x .081	25.45	23.06
20	42M	900 x 1200 x .081	44.00	55.08

Quantity	Sign No	Size	MECHANICAL ADVERTISING	ACME SIGNS INC.
50	43M	450 x 450 x .064	11.83	8.79
35	45M	1200 x 1200 x .125	90.40	120.00
200	6M	30 x 900 x .064	15.10	11.43
150	55M	300 x 900 x .064	14.07	11.43
250	26-M	600 x 1050 x .081	30.95	31.21
150	49-M	600 x 1290 x .081	36.20	38.25
100	50-M	600 x 1500 x .081	42.49	45.00
40	53M	750 x 900 x .081	30.49	34.43
40	52M	750 x 450 x .081	17.70	17.81
Section B				
3500	10-M	300 x 300 x .064	8.29	3.19
2500	4-M	300 x 450 x .064	9.78	4.37
150	33M	600 x 600 x .081	31.10	16.40
150	9M	450 x 600 x .081	26.40	12.30
150	25M	600 x 900 x .081	40.35	24.30
50	8M	450 x 600 x .081	25.39	12.45
50	30M	300 x 600 x .081	22.45	8.20
150	11M	300 x 550 x .081	22.15	7.50
25	3M	450 x 450 x .081	22.28	9.56
150	5M	300 x 750 x .081	24.30	10.25

Quantity Sign No	Size	MECHANICAL ADVERTISING	ACME SIGNS INC.
Section C			
600	150mm x 600mm	12.50	6.74
500	150mm x 750mm	14.65	8.43
120	150mm x 450mm	11.50	5.25
100	150mm x 900mm	16.75	10.11
50	150mm x 3650mm	58.80	39.00
120	200mm x 900mm	9.80	16.80
120	200mm x 1050mm	21.90	19.60
120	200mm x 1200mm	24.05	22.40
120	200mm x 3650mm	71.90	61.20
Delivery Lead Time		10-14 days	2-3 weeks
Discount		Nil	2% for entire ord
Canadian Content		100%	100%

UNABLE TO BID - Clemmer Industries

OFFICIALS IN ATTENDANCE - G. Copps, Alderman
J. Schatz, Clerk's
T. Bradley, Manager of Purchasing

FOR ACTION

2(e)

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1990 January 12
COMM FILE:
DEPT FILE:

SUBJECT: ANNUAL SUPPLY OF AGGREGATES, PUBLIC WORKS DEPARTMENT 1990 - 1991

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Aggregates for the Public Works Department as and when required during 1990 and 1991, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

	1990	1991
Cayuga Materials, Cayuga		
Granular 'A', 9.5mm Screenings, 19mm & 53mm Crusher Run	$ 7.61	
Steetley Lime & Aggregates, Dundas		
19mm and 53mm Clear	$ 9.25	$ 9.85
9.5mm and 6.4mm Chips Washed	9.50	10.10
75 - 200mm Gabion Stone	13.89	14.29
Granular 'A', 19mm & 53mm Crusher Run		8.65
9.5mm Screenings		8.40
TCG Materials, Cambridge		
19mm Crusher Run		8.65

NOTE: Sufficient funds have been provided in various Stock Inventory Accounts.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:
Vendors were selected on the basis of lowest bidder for each product. Prices per metric tonne. Any applicable taxes extra.

2 (f)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1990 January 12
COMM FILE:
DEPT FILE:

SUBJECT: ANNUAL SUPPLY OF ASPHALT, PUBLIC WORKS DEPARTMENT 1990

RECOMMENDATION:
That purchase orders be issued for the supply and delivery of Asphalt for the Public Works Department as and when required during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Cayuga Materials, Cayuga		
Stone Filled Sheet Asphalt Surface Course HM3 -	$45.25	
Asphalt Binder Course HM5 -	40.02	
Liquid Asphalt Cement -	1.35	litre
Red-D-Mix Concrete, Hamilton		
Steel Slag Asphalt -	$50.22	Mar. 1-Apr. 15
Stone Filled Sheet Asphalt Surface Course HM3 -	45.36	
Asphalt Binder Course HM5 -	39.69	
Hot Liquid Asphalt for winter patching -	1.30	litre
Liquid Ashpalt Cement -	1.20	"
Cold Laid Patching Material -	62.65	
QPR 2000 Cold Lay Asphalt -	112.00	picked up
	113.40	delivered
Taro Aggregates, Hamilton		
Asphalt Binder Course HM5 (Limestone) -	$42.07	
Norjohn Limited, Thorold		
Cationic Asphalt Emulsions CRS2 delivered -	$ 0.3028	litre
Permaquik Asphalt Tech Corp., Mississauga		
Crack Sealing Material -	775.00	tonne

NOTE: Sufficient funds have been provided in various Stock Inventory Accounts.

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:
Loaded on City Trucks at Contractor's Plant unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site. Price per tonne April 15 to December 31, 1990. Federal and provincial sales taxes included.

FOR ACTION

291

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

DATE: 1989 December 12
COMM FILE:
DEPT FILE: T14-16-89

SUBJECT: SUPPLY AND DELIVERY OF STEEL FORMS FOR SIDEWALKS, PUBLIC WORKS DEPARTMENT

RECOMMENDATION:

a) That a purchase order be issued to Form and Build Supply Inc., Kitchener, in the amount of $28,440.20 for the supply and delivery of Steel Forms for Sidewalks, Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's Tender.

b) As these forms are required as soon as possible and the next regular meeting of Council is not until mid-January, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

NOTE: Only tender received. Funds provided in Combined Walk & Curb, Sidewalk Special Projects Accounts CH56103 60144, CH56103 60142 and CH56103 60132.

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND:
Five suppliers were requested to bid. Two declined and two did not respond.

O.K. L.S.

P.O. 5047

3 (a)

F O R A C T I O N

REPORT TO: Chairman and Members
Transport & Environment Committee
Attention: Secretary

FROM: P.R.A. Hooker
Acting City Solicitor

DATE: 1990 January 8
COMM FILE:
DEPT FILE: 55-0.86
(4685)

SUBJECT:

Expropriation - Offer of Compensation and Notice of Possession
Property known municipally as part of 1477 Upper James Street

RECOMMENDATION:

That with respect to the land municipally known as part of 1477 Upper James Street, expropriated on September 25th, 1989 for municipal and highway purposes pursuant to Expropriation By-law 89-223 enacted on August 29th, 1989, the City Clerk is authorized and directed to:

(a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the expropriated land is required.

(b) Sign and serve Offers of Compensation in accordance with Sec. 25 of The Expropriations Act for the expropriated land as follows:

$525,000.00	Former Owner:	Albert Boxinbaum, in trust
	Mortgagee:	National Trust Company Limited
$ 1.00	Tenants:	Germaine Poliquin

Philip R.A. Hooker

P.R.A. Hooker
Acting City Solicitor

FINANCIAL IMPLICATIONS:

Payment of $525,000.00.

BACKGROUND:

This land was expropriated by the City's Expropriation Plan pursuant to Expropriation By-law 89-223 enacted on August 29th, 1989.

Under the Expropriations Act, in order to acquire possession of the expropriated land, the City is required to make an Offer of Compensation and to give Notice of its intention to take possession.

Copies of an independent appraisal report which valued the land at $525,000.00 will be served with the City's Offer of Compensation. The said Offer of Compensation and Notice of Possession are recommended by the Director of the Property Department.

LEF:mm

c.c. Mr. D.W. Vyce, Director of Property

3(b)

F O R A C T I O N

REPORT TO: Chairman and Members
Transport & Environment Committee
Attention: Mr. R.C. Prowse, Secretary

FROM: Philip R.A. Hooker
Acting City Solicitor

DATE: 1989 December 4
COMM FILE:
DEPT FILE: 55-O/89.2

SUBJECT:

Expropriation - Offer of Compensation and Notice of Possession
Property known municipally as 1201 Limeridge Road East.

RECOMMENDATION:

That with respect to the vacant land expropriated on September 26th, 1989 for roadway and municipal purposes pursuant to Expropriation By-law 89-191 enacted on June 27th, 1989, the City Clerk is authorized and directed to:

(a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the expropriated land is required;

(b) Sign and serve Offers of Compensation in accordance with Sec. 25 of The Expropriations Act for the expropriated land as follows:

$29,225.00	Former Owner:	S. Wise Construction Limited
$1.00	Tenants:	Bruce Smith

Philip R.A. Hooker

Philip R.A. Hooker
Acting City Solicitor

FINANCIAL IMPLICATIONS:

Payment of $29,225.00.

BACKGROUND:

This land was expropriated by the City's Expropriation Plan pursuant to Expropriation By-law 89-191, enacted on June 27th, 1989.

Under The Expropriation Act, in order to acquire possession of the expropriated land, the City is required to make an Offer of Compensation and to give Notice of its intention to take possession.

Copies of an independent appraisal report which valued the land at $29,225.00 will be served with the City's Offer of Compensation. The said Offer of Compensation and Notice of Possession are recommended by the Director of the Property Department.

LEF:mm

c.c. Mr. D. W. Vyce, Director of Property

4(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1989 December 5
COMM FILE:
DEPT FILE: (4505)

SUBJECT: **Purchase of part of the Rear of 144 Annabelle Street for Roadway Purposes - Gourley Neighbourhood -**

RECOMMENDATION:

That the Director of Property be authorized to negotiate the acquisition of a portion of land (part of Lot 16, Plan 823, comprising an area of approximately 2,310 square feet) from the owner of 144 Annabelle Street, which land is required for roadway purposes to implement the approved Gourley Neighbourhood Plan.

for D. W. Vyce

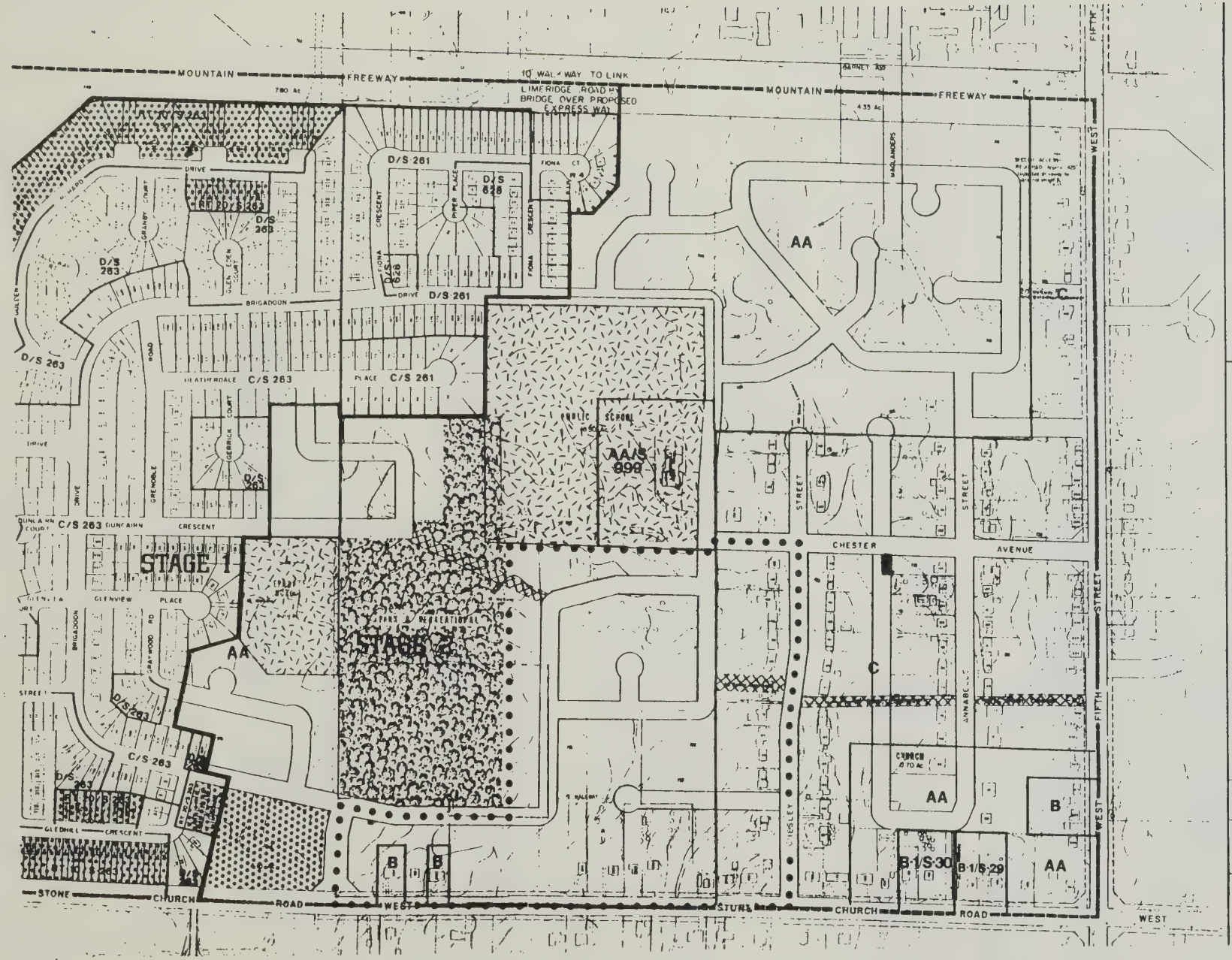
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The City will establish a 1' Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

BACKGROUND:

The owner of the proposed subdivision, Mr. S. Aquino, has been unsuccessful in his attempts to acquire lands for roadway purposes from the owner of 144 Annabelle Street. The above recommendation is in accordance with the City's policy to assist developers to establish roadways to their subdivision and promote the development of land.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. G.S. Spencer, Regional Commissioner of Engineering
Attention: Mr. R. Douglas, Supervisor, Surveys
Attention: Mr. K. A. Brenner, Regional Engineering



— — — Separate School Lands
— — — Public School Lands
— — — City Lands
● ● ● Area of Larger Lots

NOTE THIS IS A GUIDE PLAN ONLY AND SUBJECT TO CHANGE FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals (STAGE 1 ONLY)

Planning Bd. October 26, 1972 Council December 12, 1972

Approvals

Planning Committee Council

CITY OF HAMILTON
PLANNING DEPARTMENT

GOURLEY
PROPOSED PLAN

4(b)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 8
COMM FILE:
DEPT FILE: 1.8.316/7
(4504)

SUBJECT: ***Purchase of Parts 11, 12, 18, 19, 20 and 21 - Plan 62R-10529 Rear Land Stone Church Road East - 839891 Ontario Inc. to Establish Acadia Drive***

RECOMMENDATION:

(a) (i) That an Option to Purchase agreement dated November 30, 1989 duly executed by 839891 Ontario Inc. (Tony DiSilvestro) and scheduled to close on March 20, 1990 be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Parts 11 and 12 (62R-10529) as Acadia Drive, the City will establish one foot reserves known as 18, 19, 20 and 21 - Plan 62R-10529 in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(iv) That upon the registration of the Plan of Subdivision known as Aquino Gardens (File No. 25T88015) the City shall pass a by-law incorporating Parts 11 and 12 as a public road.

Note: The property is described as Parts 11, 12, 18, 19, 20, and 21 on Plan 62R-10529 and contains 426.73 metres squared (4,593.43 square feet) being rear land on Stone Church Road East.

The purchase prices is $2.00 and is to be charged to account CH 5X303 00107 - (Reserves for Services through unsubdivided land).

D. W. Vyce

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above recommendation

BACKGROUND:

The subject lands are located west and adjacent to two parcels of property currently being expropriated (Welsh Estate and Little) in order to establish Acadia Drive.

The acquisition of Parts 11, 12, 18, 19 and 20, Plan 62R-10529 will assist in the roadway requirement in order to implement the Plan of Subdivision known as Aquino Gardens.

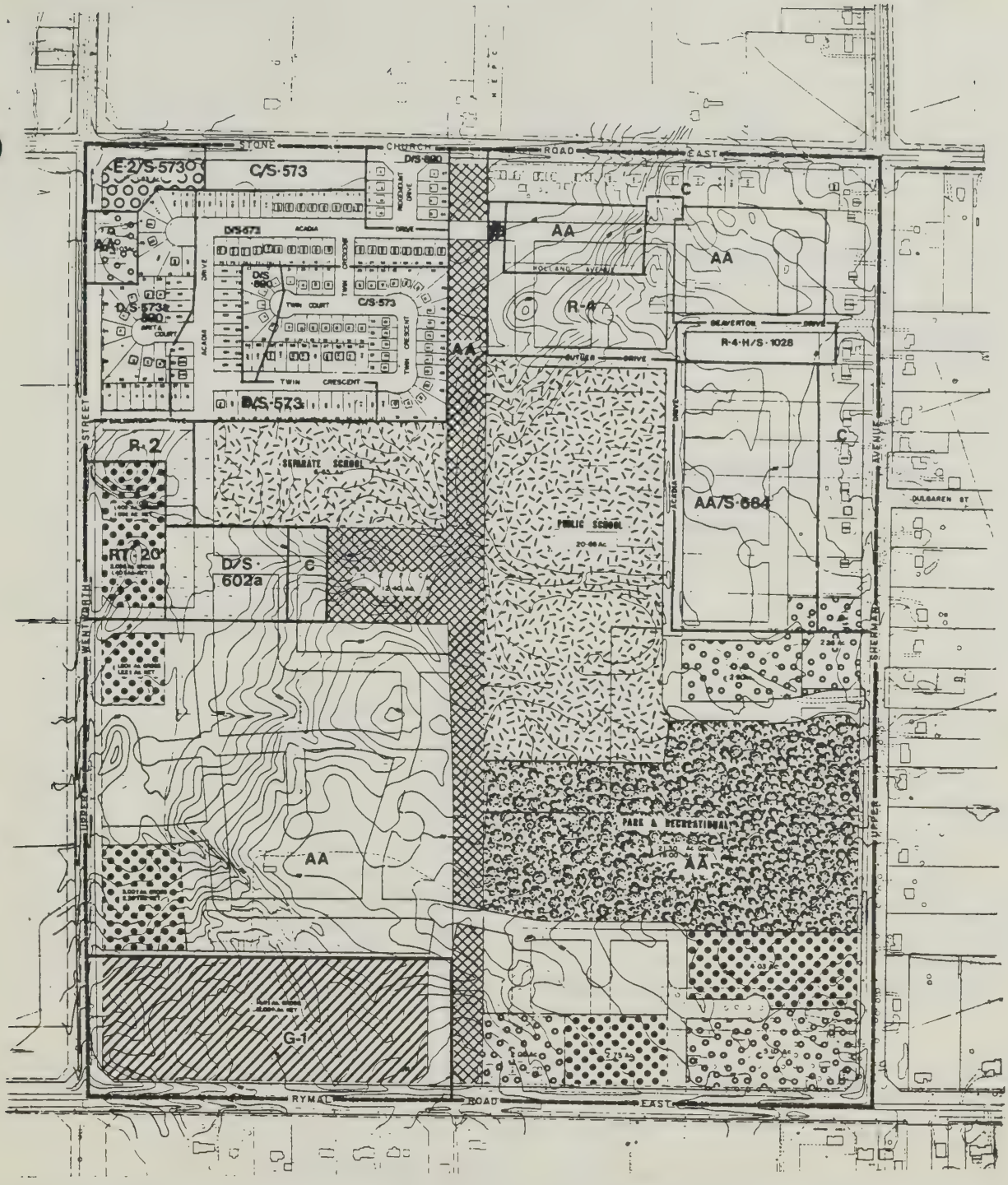
All costs associated with the construction of Acadia Drive will be recovered through the one foot reserves.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1985) 100

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee APRIL 28, 1976 Council JUN. 29, 1976

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

19

4c)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 8
COMM FILE:
DEPT FILE: 1.8.316/7
(4504)

SUBJECT: **Purchase of Parts 2 - 9, Plan 62R-10529 being part of 564 and 570 Stone Church Road East (formerly owned by the Welsh Estate and Little Family) to Establish Acadia Drive and Butler Drive**

RECOMMENDATION:

(a) (i) That an Option to Purchase agreement dated November 26, 1989, duly executed by Fausto Carnicelli, In Trust and scheduled to close on March 20, 1990, be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Parts 4, 5 and 6, Plan 62R-10529 as Acadia Drive and Butler Drive, the City will establish one foot reserves known as Part 2, 3, 7, 8, and 9,Plan 62R-10529 in order to recover the land, servicing and construction costs of establishing Acadia Drive and Butler Drive from the abutting lands.

(iv) That upon the registration of the Plan of Subdivision known as Aquino Gardens (File No.25T88015), the City shall pass a by-law incorporating Parts 4, 5 and 6 as a public road.

(v) The Purchaser acknowledges and agrees that the Vendor does not have registered title to the lands known as Part 2-9 inclusive on Plan 62R-10529, but is the Purchaser under an Agreement of Purchase and Sale dated October 7, 1989 with the William James Welsh Estate and an Agrement of Purchase and Sale dated October 23, 1989 with Jeanette Little and James Little, said above agreements attached hereto as Schedule "B".

The Purchaser further acknowledges and agrees that the Vendor herein will assign his interest in Parts 2-9 inclusive on Plan 62R-10529 to the Corporation of the City of Hamilton and direct the present owners of the lands described as Part 2-9 inclusive on Plan 62R-10529 to transfer title directly to the Corporation of the City of Hamilton.

Accordingly, this transaction shall be conditional upon the Vendor or the City successfully completing the transaction in accordance with the purchase agreements as set out in Schedule "B".

(vi) Upon completion of the above mentioned transaction, the City Solicitor shall be authorized to terminate the expropriation previously commenced.

Note: The property is described as Parts 2-9, Plan 62R-10529 being part of 564 and 570 Stone Church Road East and contains 1,271.29 square metres (13,648.49 square feet).

The purchase prise is $2.00 and is to be charged to Account CH 5X303 00107 (Reserve for Services through unsubdivided land).

D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above recommendation

BACKGROUND:

The subject lands are currently under expropriation by the City from the Welsh Estate and Little Family.

During the long process of expropriation, the developers of the adjoining subdivision Aquino Gardens, successfully negotiated a settlement to acquire the subject lands from Welsh and Little. They are assigning their interest in their agreement to the City.

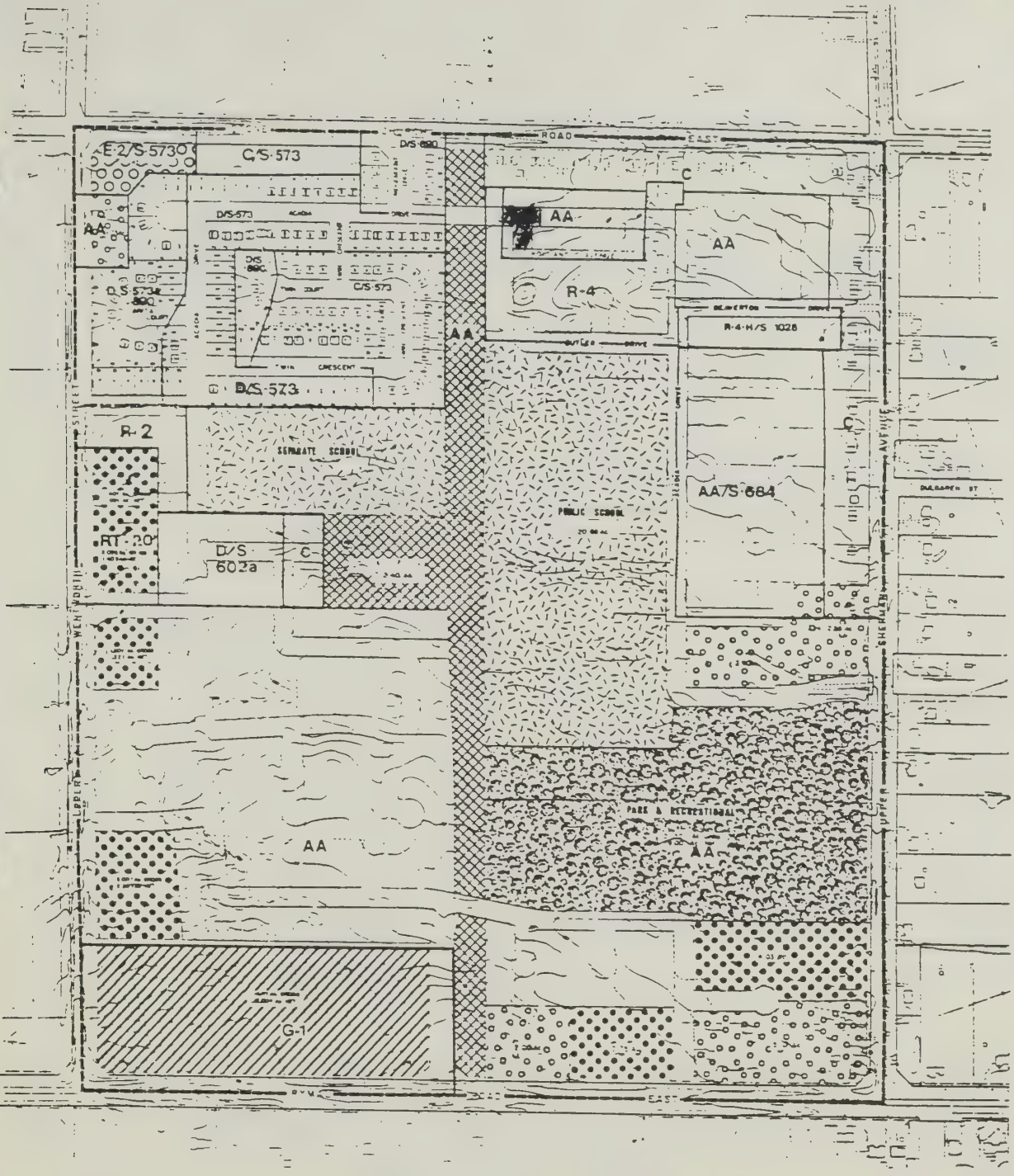
Upon completion of these two transactions, the City can terminate the expropriations already in process.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



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LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

EXISTING POPULATION 1985 [illegible]

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee APRIL 28, 1976 Council JUN. 29, 1976

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON

PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 50 100 m

19

4(d)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 8
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Purchase by the City - Parts 1, 2, 3, 13, 14 and 15 Draft Reference Plan S-7329 prepared by Mackay, Mackay & Peters Ltd., Rear Land Stone Church Road East - 839891 Ontario Inc.**

RECOMMENDATION:

(a) (i) That an Option to Purchase Agreement dated December 19, 1989 executed by 839891 Ontario Inc. (Tony DiSilvestro) and scheduled for closing on April 10, 1990, be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Parts 2 and 14 as Acadia Drive, the City will establish one foot reserves known as 1, 3, 13 and 15 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(iv) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

Note: The property is described as rear land on Stone Church Road East, Parts 1, 2, 3, 13, 14, and 15 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 2,179.71 square metres (23,462.20 square feet).

The purchase price is $2.00 and is to be charged to account CH 58303 00107 - (Reserve for Services through unsubdivided land).

D. W. Vyce

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above recommendation

BACKGROUND:

The subject lands are required to establish Acadia Drive and to provide services to adjoining subdivisions.

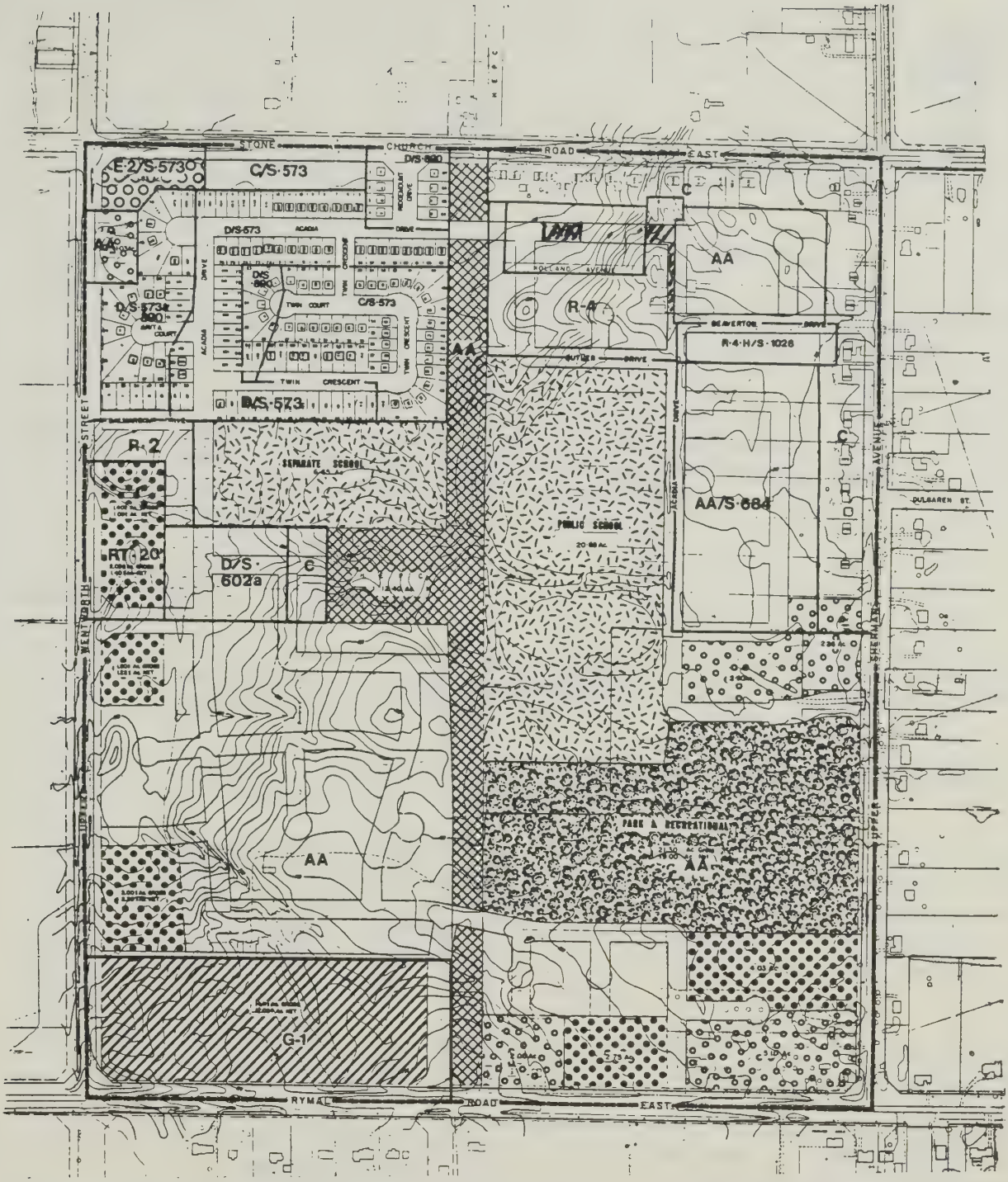
All costs associated with the construction of Acadia Drive will be recovered through the one foot reserves.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



NOTE: This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1985) 100

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee APRIL 28, 1976 Council JUN. 29, 1976

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

19

4(e)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 9
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Purchase by the City - Parts 20, 21, 22 and 23 - Draft Reference Plan S-7329 prepared by Mackay, Mackay & Peters Ltd., Rear Land Stone Church Road East - John Fortino -**

RECOMMENDATION:

(a) (i) That an Option to Purchase Agreement dated December 19, 1989 executed by John Fortino and scheduled for closing on April 10, 1990, be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Part 21 as Acadia Drive, the City will establish one foot reserves known as 20, 22 and 23 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(iv) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

Note: The property is described as rear land on Stone Church Road East, Parts 20, 21, 22 and 23 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 301.1 square metres (3,241 square feet).

The purchase price is $2.00 and is to be charged to account CH 58303 00107 - (Reserve for Services through unsubdivided land).

D. W. Vyce

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above recommendation

BACKGROUND:

The subject lands are required to establish Acadia Drive and to provide services to adjoining subdivisions.

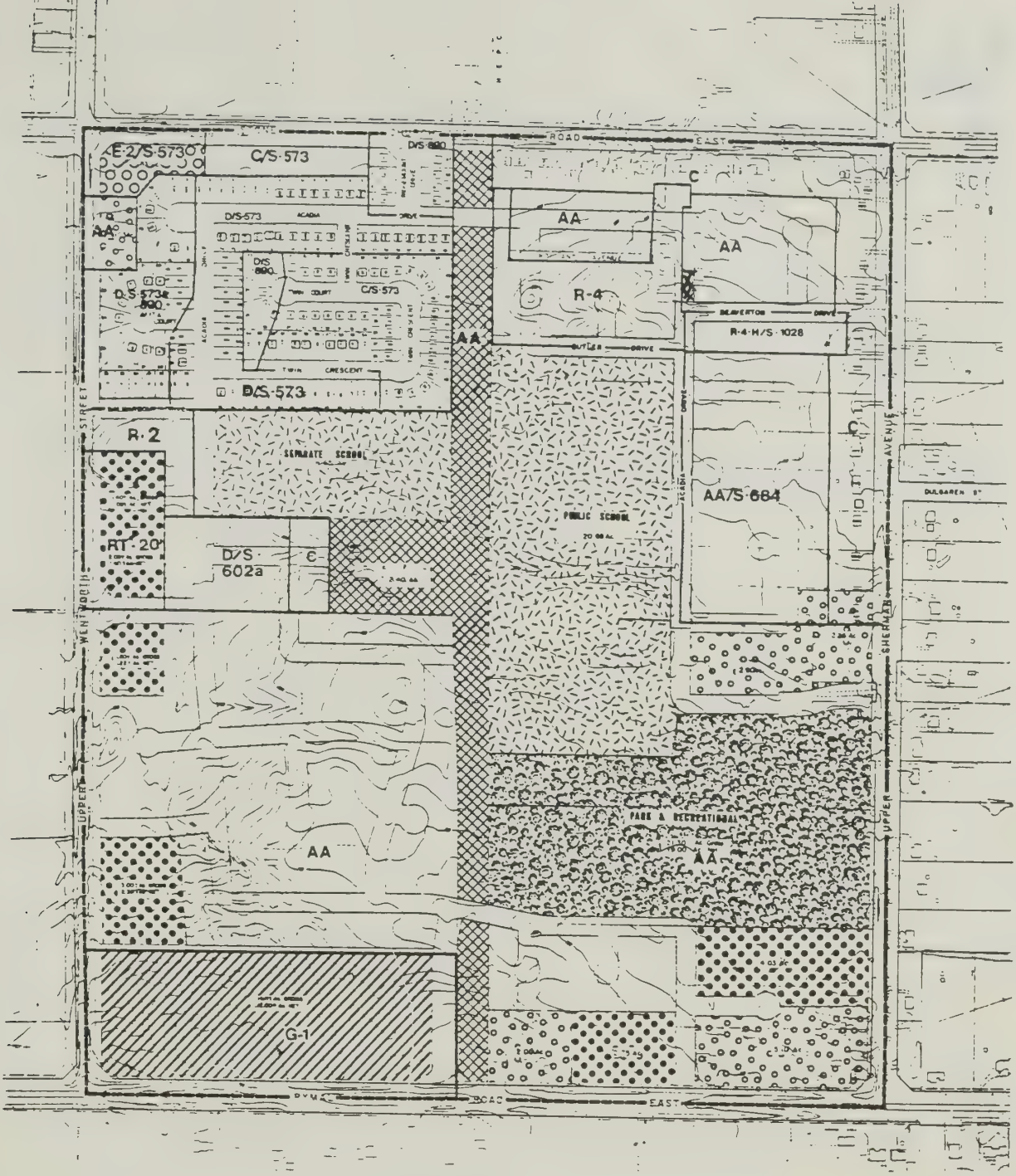
All costs associated with the construction of Acadia Drive will be recovered through the one foot reserves.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1965) 100

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

---- Neighbourhood Boundary
——— Zoning Boundary

Approvals

Planning Committee APRIL 28, 1976 Council JUN. 29, 1976

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

19

4 (f)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 9
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Purchase by the City - Parts 7, 8, 9, 10, 11, 12, 18 and 19 - Draft Reference Plan S-7329 prepared by Mackay, Mackay & Peters Ltd., Rear Land Stone Church Road East - Fausto Carnicelli, In Trust -**

RECOMMENDATION:

(a) (i) That an Option to Purchase Agreement dated December 19, 1989 executed by Fausto Carnicelli, In Trust and scheduled for closing on April 10, 1990, be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Parts 8, 11, and 19 as Acadia Drive, the City will establish one foot reserves known as 7, 9, 10, 12, and 18 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(iv) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

(v) The closing of this transaction is conditional upon the Vendor obtaining title to Parts 7,8, 9, 10, 11 and 12, Plan S-7329.

Note: The property is described as rear land on Stone Church Road East, Parts 7, 8, 9, 10, 11, 12, 18 and 19 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 1,313.96 square metres (14,143.33 square feet).

The purchase price is $2.00 and is to be charged to account CH 58303 00107 - (Reserve for Services through unsubdivided land).

D. W. Vyce

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

See above recommendation

BACKGROUND:

The subject lands are required to establish Acadia Drive and to provide services to adjoining subdivisions.

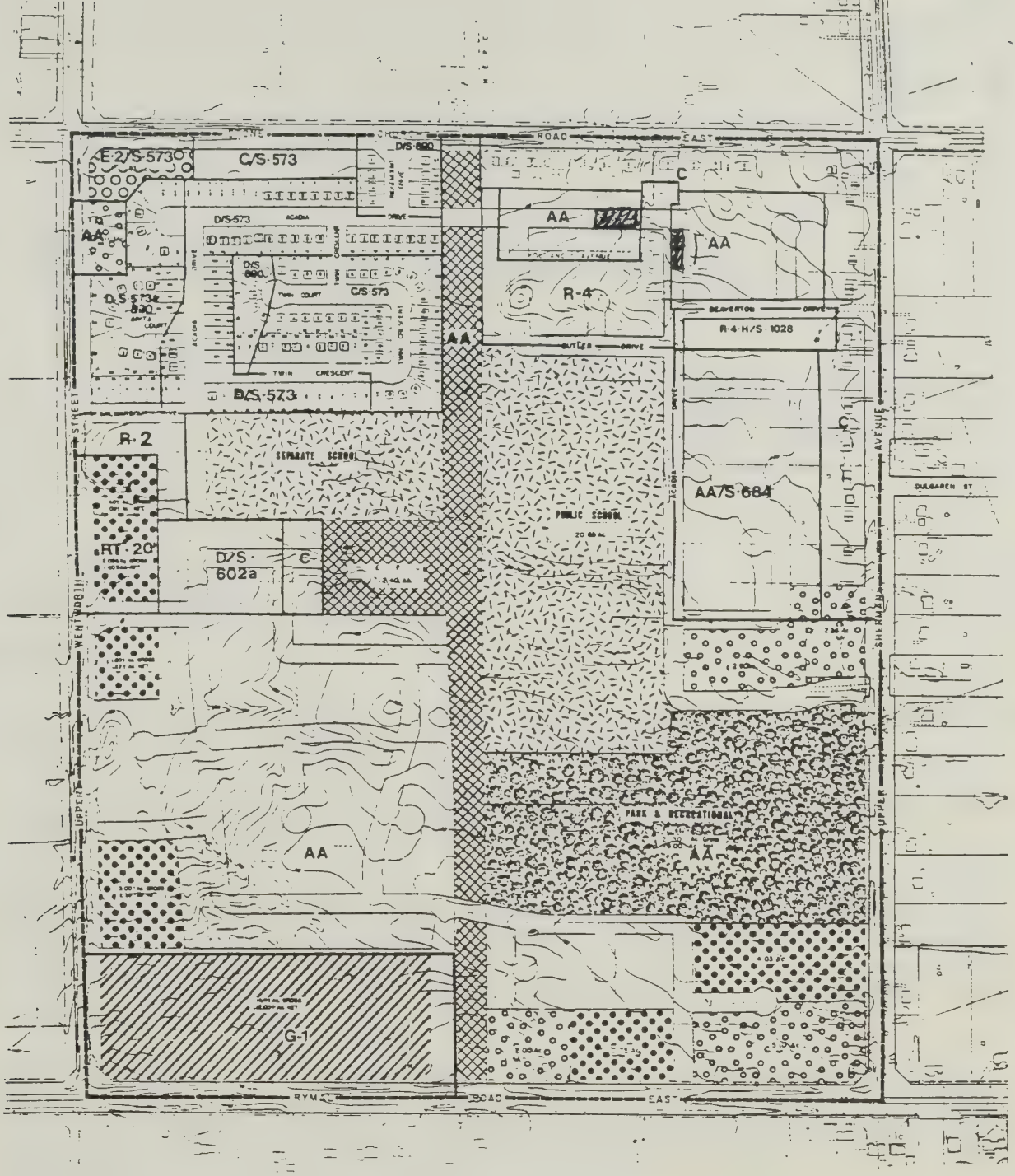
All costs associated with the construction of Acadia Drive will be recovered through the one foot reserves.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



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LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee APRIL 28, 1975 Council JUN. 29, 1975

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 50 m 100 m

EXISTING POPULATION (1985) 100

5(a)

F O R A C T I O N

REPORT TO: SECRETARY,
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1990 January 12
COMM FILE: 3-11-2
DEPT. FILE: 800-90
ID darlene

SUBJECT

1990 Road and Sidewalk
Capital Reconstruction Program

RECOMMENDATION

a) That the 1990 Road and Sidewalk Capital Reconstruction Program in the amount of $8,800,000.00 be approved;

b) That the Coordinating Committee recommend the amount and source of funds to be provided for this Capital Project;

c) That the proposed widening from 7.3 m to 8.5 m of Holly Avenue, from Beach Road to McAnulty Boulevard, East 21st Street from Queensdale Avenue to Fennell Avenue and East 25th Street from Queensdale Avenue to Fennell Avenue be advertised under Section 301 of the Municipal Act and the necessary alteration By-law be prepared by the City Solicitor and the City Clerk;

d) That the Committee request the approval of the Finance and Administration Committee to spend up to $4,000,000.00 of the 1990 Road and Sidewalk Capital Reconstruction Program to allow for tendering and construction to start prior to the final budget approval;

e) That the Commissioner of Engineering be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

G. S. Spencer
Commissioner of Engineering

Continued .....

1990 Road and Sidewalk
Capital Reconstruction Program

Continued .....

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

The 1990-1994 Capital Budget makes a provision in the amount of $8,800,000.00 for the reconstruction of roads and sidewalks in the City of Hamilton in 1990. The estimated subsidy from the Ministry of Transportation is $3,300,000.00 and the net cost for the City is estimated at $5,500,000.00.

The proposed program for 1990 is divided into the following sections:

1) Reconstruction of roads and abutting sidewalks
2) Reconstruction of sidewalks only
3) Supplementary list.

The projects in the Programme are reviewed by the Engineering, Traffic, Public Works, Planning and Development, Transportation and Community Development Departments and the utility companies. All the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

The road wide widening policy, as adopted by Council on January 12, 1982, is to widen pavements to provide a width of 8.5 m within the road allowance. Where proposed widths are shown less than 8.5 m, a widening was not possible due to significant natural and social environmental impacts.

All streets in the program have been identified in the 1988 Road Need Study as "now deficient" in conjunction with the criteria established by the Ministry of Transportation. Higher priority within the 1990 road reconstruction programme was assigned to streets where storm sewer and/or water construction is proposed by the Region. Through this coordination of various construction activities in addition to cost savings, significantly less disruptions to area residents and travelling public can be achieved.

The proposed 1990 roadway reconstruction list also includes part of the 1989 supplementary list that could not be undertaken in 1989 due to financial limitations.

Continued .....

1990 Road and Sidewalk
Capital Reconstruction Program

Continued .....

Based on the above considerations, the 1990 proposed Capital Reconstruction Program was compiled as follows:

1) Reconstruction of roads and abutting sidewalks

Kingsmount Street, Sanders to Glenmount
Hollywood Street, Sanders to Glenmount
Glenmount Avenue, Kingsmount to Leland
East 16th Street, Brucedale to Fennell
East 18th Street, Fennell to Vickers
Franklin Road, Upper Sherman to 420 m westerly
Holly Avenue, Bead to McAnulty
Sunninghill Avenue, Upper Gage to Upper Ottawa
Catharine Street, Barton to Cannon
Dunn Avenue, Brampton to Leaside
Edgewood Avenue, Upper Ottawa to High
East 21st Street, Concession to Fennell
East 25th Street, Crockett to Fennell
East 22nd Street, Crockett to Fennell
East 23rd Street, Crockett To Fennell
East 37th Street, Brucedale to Mohawk
Wellwood Avenue, Edgewood to Brucedale

2) Construction of sidewalks are proposed to be undertaken by the City along sections of Regional Roads that are going to be rehabilitated in 1990 through the Regional Road Reconstruction Programme, as follows:

Cannon Street, Victoria to Sherman
John Street, young to St. Joseph's
Kenilworth Avenue, Beach to Barton
Main Street, King to Tuxedo
Main Street, Paradise to James
Barton Street, Ferguson to Wellington
Wilson Street, James to Sanford
Fennell Avenue, Upper Gage to Upper Ottawa

Continued .....

1990 Road and Sidewalk
Capital Reconstruction Program

Continued .....

In addition, some sidewalks on local streets are proposed for reconstruction due to their deteriorated condition or in conjunction with area improvements. Projects proposed in this category are as follows:

Erindale Avenue, Montrose to Greenhill
Weir Street, Central to South end
Tuxedo Avenue, Central to Monterey
Stinson Avenue, Victoria to West

3) Supplementary List

Proposed Road and Sidewalk reconstruction projects planned for 1990 that could not be included in the main program due to budgetary constraints are listed below:

Aintree Court, Dunkirk to south end
Ashland Avenue, Tenth to Winchester
Birkley Crescent, Sanders to Sanders
Birkley Road, Sanders to Main
Beddoe Drive, Studholme to south end
Barnsdale Boulevard, Dunsmure to Main
Bell Avenue, King to Central
Bevan Court, Dunkirk to south end
Brucedale Avenue, Upper Ottawa to High
Cottrill Street, Main to Sanders
Crostwaite Avenue South, Main to Monterey
East 34th Street, Concession to Crockett
East 35th Street, Concession to Crockett
East 36th Street, Crockett to Brucedale
East 16th Street, Fennell to Hove
Garry Avenue, Dalewood to Westwood
MacNab Street, Bold to Hurst
MacAuley Street, John to Wellington
Malta Drive, Montrose to Dunkirk
Northcote Street, Beach to Gertrude
Nottingham Avenue, Tenth to Winchester
Picton Street, Hughson to Bay
Rodgers Road, King to Central
Ratcliffe Court, Dunkirk to south end
Rennie Street, Parkdale to Waterloo
Sanders Boulevard, West Park to Norfolk

Continued .....

1990 Road and Sidewalk
Capital Reconstruction Program

Continued .....

Sandalwood, Upper Ottawa to Toby
Sanatorium, Garth to Rice
Thorndale Crescent, Sanders to Sanders
Westwood Avenue, Stroud to Haddon
Wesanford Place, Caroline to east end
Winchester Avenue, Ninth to East 45th
West Park Avenue, Main to north end
Edith Avenue, Broker to Nova
Leeds, Burlington Street to south end
Munn, Upper Sherman to East 36th

Depending on the 1990 tender prices, projects listed in the Supplementary List may be constructed in 1990 or will have to be rescheduled in the coming years.

TTS:dh

cc: E. A. Simpson, City Clerk
cc: E. C. Matthews, City Treasurer
cc: P. Hooker, Acting City Solicitor
cc: J. Schatz, Secretary
Finance and Administration Committee

5(b)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, ACTING COMMISSIONER
OF ENGINEERING

DATE: 1990 January 15
COMM FILE: 3-11.2
DEPT FILE: 802-59
I.D. tracy

SUBJECT

Establishing a Portion of Proposed Donn Avenue North of Queenston Road in the City of Stoney Creek, as a Highway.

RECOMMENDATION

a) That the City of Hamilton transfer to the City of Stoney Creek that portion of the proposed Donn Avenue north of Queenston Road within the limits of Stoney Creek, being Parts 5 & 6 on Plan 62R-8380.

b) That the City of Stoney Creek be requested to pass a by-law to establish that portion of Donn Avenue north of Queenston Road within the limits of the City of Stoney Creek, being Parts 5 and 6 on Plan 62R-8380.

b) That the City of Hamilton be responsible for all costs associated with the construction and maintenance of that portion of Donn Avenue in the City of Stoney Creek.

c) That the City of Hamilton enter into an agreement with the City of Stoney Creek to the satisfaction of the City Solicitor regarding the construction, maintenance and indemnification requirements with respect to the portion of Donn Avenue in the City of Stoney Creek.

E.M. Gill
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

Continued ...

Establishing a Portion of Proposed Donn Avenue North of Queenston Road in the City of Stoney Creek, as a Highway.

Continued ...

BACKGROUND

The location of Donn Avenue is shown on the attached plan. The portion north of Queenston Road is within the City of Stoney Creek. The construction of Donn Avenue will provide access to Queenston Road for residents in the Riverdale East Neighbourhood. The project is presently being advertised for tenders and construction should be complete by mid summer, 1990.

During 1988, the City constructed a portion of Federal Street, in the City of Stoney Creek, adjacent to Grays Road. The City of Hamilton agreed to pay for the construction and maintenance costs of the portion of Federal Street in Stoney Creek for the following reasons:

1) the road did not benefit the City of Stoney Creek;

2) its sole purpose was to provide access for people living in the City of Hamilton; and,

3) the City of Stoney Creek did not maintain any adjacent or connecting street (Grays Road is a Regional Road).

Donn Avenue is a similar situation to Federal Street. Therefore, we recommend that the City of Hamilton assume and maintain Donn Avenue from the City limits to Queenston Road. Since the City of Hamilton owns the portion of Donn Avenue in the City of Stoney Creek, it will have to be transferred to the City of Stoney Creek. It will be necessary for the City of Stoney Creek to open by by-law, the portion of Donn Avenue within their limits. The City of Hamilton will then be required to enact a by-law assuming the part of Donn Avenue between the City Limits and Queenston Road with the assent of the City of Stoney Creek.

RPM:tlj
attach

cc: L. Lawrence
City Solicitor's Department

5(c)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1990 January 12
COMM FILE:
DEPT. FILE: S720-27

ID darlene

SUBJECT

Amendment to Modified Subdivision Agreement
for Wellington Chase Inc.

G. S. Spencer
Commissioner of Engineering

RECOMMENDATION

The Modified Subdivision Agreement, dated 89 January 0, between the City of Hamilton and Wellington Chase Inc. for lands on the east side of Wellington Street be amended by the addition of Schedule G1 providing for the acceptance of the existing services on Perthshire Court and completing the services.

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

City Council has approved through the Site Plan Process construction of certain townhouses at Upper Wellington Street and Brigade Drive and has also approved a draft plan to re-subdivide the same lands, which were subject to a previous agreement.

The proposed subdivision adds one Court, named Perthshire Court, to the City's street system over and above the items covered by the previous agreement. This Perthshire Court has been constructed to the City's standard for residential streets and therefore, can be accepted by the City as a street. However, an agreement is required to regulate maintenance and complete a couple of minor items, the surface course on the road and seeding of the boulevards. It is proposed that the agreement for administrative reasons, be structured as an amendment to the original agreement.

Continued .....

Schedule G1

A. Works to be carried out by the Subdivision:

1) Surface course on Perthshire Court		$10,000.00
	Total	$10,000.00
2) Seeding of boulevard on Perthshire Court		$ 5,000.00

B. Maintenance Securities:

For Surface Course		$ 500.00
For Base Course and Catch Basin		$ 2,500.00
For Seeding		$ 700.00
	Total	$ 3,700.00

C. Cash Payment for Fees:

284.6 m X $6.25 / m	=	$ 1,779.00

The surface asphalt shall be placed before October 14, 1990.

The seeding shall be completed before September 10, 1990.

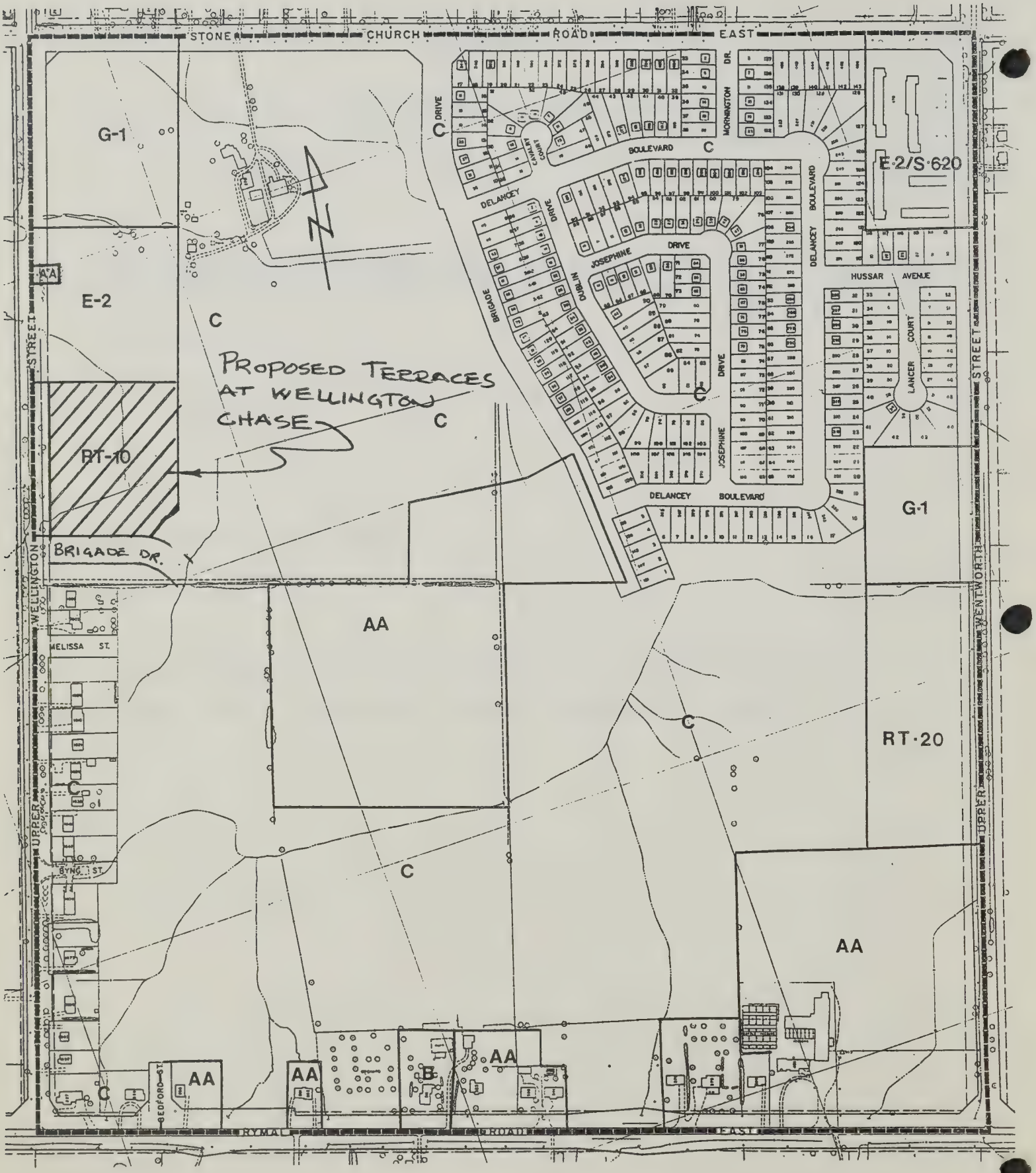
KAB:dh

Amendment to Modified Subdivision Agreement
for Wellington Chase Inc.

Continued .....

The submitted schedule G1 lists the outstanding requirement. The development has been constructed without sidewalks on Perthshire Court because it is a court.

KAB:dh


STONE CHURCH ROAD EAST
G-1
E-2
AA
C
PROPOSED TERRACES AT WELLINGTON CHASE
RT-10
BRIGADE DR.
WELLINGTON STREET
MELISSA ST.
BYNG ST.
BEDFORD ST.
RYMAL ROAD EAST
AA
B
DELANCEY BOULEVARD
DRIVE
JOSEPHINE
DUBLIN
BRIGADE
MORNINGTON
CRESCENT
COURT
LANE
E-2/S-620
HUSSAR AVENUE
LANCER COURT
G-1
RT-20
UPPER WENTWORTH STREET

KEY PLAN

N.T.S.

5(d)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1990 January 12
COMM FILE: 3-11-10
DEPT. FILE: T104-10
ID darlene

SUBJECT

1990 Local Improvement Charges for the
Construction of Roads, Curbs, Sidewalks and Alleys

RECOMMENDATION

a) That the following changes be made in the maximum charges per metre of frontage:

	Item	Maximum Charge per Metre of Frontage From	To
i)	Curb Only	$ 64.00	$ 67.00
ii)	Sidewalks Only (no change)	$ 80.00	$ 84.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$131.00	$137.00
iv)	Roadway Only	$221.00	$231.00
v)	Alleys	$ 86.00	$ 90.00
vi)	Roadway and Curbs Only (Industrial Subdivisions)	$300.00	$314.00

b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.

G. S. Spencer
Commissioner of Engineering

Continued .....

1990 Local Improvement Charges for the
Construction of Roads, Curbs, Sidewalks and Alleys

Continued .....

BACKGROUND

The present local improvement rates were established by Council on January 31, 1989. The proposed 1990 rates reflect the increase in construction costs since the last rates were approved and also include a 4.5% allowance for inflation.

The new rates are intended for application to projects proposed to be carried out in 1990. The charge to the abutting owners will be the actual cost of the works or the maximum rate recommended by this report, whichever is less.

TS. TATS:dh

cc: P. Hooker, Acting City Solicitor

cc: E. C. Matthews, City Treasurer
Att: D. Goodman

5(e)

FOR ACTION

I. D. ESCTECREPORTS(10)

REPORT TO: SECRETARY,
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: January 8, 1990
COMM FILE: 3-11.4
DEPT FILE: S701-53
S708-48
S720-24

SUBJECT

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

RECOMMENDATIONS

i) That the submitted schedules for the estimated cost of services in:
- AQUINO GARDENS - PHASE 1, Hamilton
- TEMPLEMEAD NO. 2 SURVEY - PHASE 8, Hamilton

be adopted for inclusion in the respective Subdivision Agreements with the owners.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.

v) That the additional funding for CLERICO COURT, Hamilton be approved.

vi) That the City's share of the cost of services for these developments ($ 166,430.21) be approved, and that the Co-ordinating Committee recommend the source of funding for these projects.

vii) That the City subdivision agreements for "Aquino Gardens - Phase 1" and "Templemead No. 2 Survey - Phase 8", include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council Policy.

cont'd ...

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

viii) That the City accept title to those lands required for the southerly extension of Butler Drive, from the Roman Catholic Separate School Board. This land (described as Part 1 on a Plan numbered Y-21431 as prepared by J. David Peters, O.L.S.) is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed and certify Title to the City.

ix) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 1, as shown on a Plan numbered Y-21431, as prepared by J. David Peters, O. L. S., as part of the Butler Drive road allowance following the transfer of the lands to the City.

x) That the City accept title to those lands and the 0.3 metre reserves required for the extension of Acadia Drive, from the owner, 839891 Ontario Inc. This land (described as Parts 11, 12, 18, 19, 20 and 21 on Reference Plan 62R-10529, is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed(s) and certify Title to the City.

xi) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Parts 11 and 12, Reference Plan 62R-10529, as part of the Acadia Drive road allowance following the transfer of the lands to the City.

Note: Parts 18, 19, 20 and 21, Reference Plan 62R-10529 will be retained by the City as 0.3 metre reserves.

xii) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 1, Reference Plan 62R-8101, as part of the Acadia Drive road allowance.

xiii) That the City accept title to those lands and the 0.3 metre reserves required for the northerly extension of Butler Drive, the east-west extension of Acadia Drive from the owner. This land (described as Parts 2 to 9 (inclusive) on Reference Plan 62R-10529, is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed(s) and certify Title to the City.

cont'd ...

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

xiv) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Parts 4, 5 and 6, Reference Plan 62R-10529, as part of the Acadia Drive road allowance and Butler Drive road allowance following the transfer of the lands to the City.

Note: Parts 2, 3, 7, 8 and 9, Reference Plan 62R-10529 will be retained by the City as 0.3 metre reserves.

xv) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 9, Reference Plan 62R-10568, as part of the Butler Drive road allowance.

xvi) That the City Real Estate Division be authorized and directed to acquire Part 13, Reference Plan 62R-10568 and that the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 13, Plan 62R-10568 and part of the Butler Drive road allowance following the transfer of the lands to the City.

xvii) That if the owner of "Aquino Gardens - Phase 1" wishes to proceed with the construction of services east of the Hydro right-of-way prior to the establishment of both Acadia Drive and Butler Drive as public road allowances, he may do so at his own risk.

xix) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to incorporate the remainder of the 0.3 metre reserves owned by the City at the west end of Butler Drive, into the Butler Drive road allowance after the plan of subdivision for "Aquino Gardens - Phase 1" has been registered.

Ted Gill

for G. S. Spencer, P. Eng.
Commissioner of Engineering

cont'd ...

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the cost of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 metre reserves and/or oversized services. In the case where 0.3 metre reserve expenditures and oversizing expenditures do not exist, the Subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is $ 166,430.21.

A portion of the City share ($ 25,849.53) is associated with oversized or non-recoverable works. The remaining portion of the City share ($140,580.68)is associated with 0.3 metre reserves and will be recoverable in the future.

The total estimated Subdivider's share of the cost of all services being installed for the subdivisions noted on Schedule "A" is $246,382.07.

BACKGROUND

The proposed subdivisions which are to have servicing approved under this report are:

- Aquino Gardens - Phase 1 (Butler neighbourhood)
- Clerico Court * (Red Hill neighbourhood)
  * (additional funding to be approved)
- Templemead No. 2 Survey - Phase 8 (Templemead neighbourhood)

City Council has recommended that Subdivision Agreements be entered into between the City and the respective owners of the lands to be subdivided for those developments noted on Schedule"A" (attached).

Copies of the Engineer's estimates for the cost of services and copies of the Final Survey Plans, as prepared by the respective Consultants and Surveyors have been submitted to Regional Engineering for approval.

cont'd ...

1989 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

Development of these lands will provide for the servicing of the following:

Aquino Gardens - Phase 1, Hamilton, 33 lots plus 9 future lots
Clerico Court, Hamilton - (aditional funds only at this time)
Templemead No. 2 Survey - Phase 8, Hamilton 22 lots and 1 block

For the Committee's information, we provide the follow information:

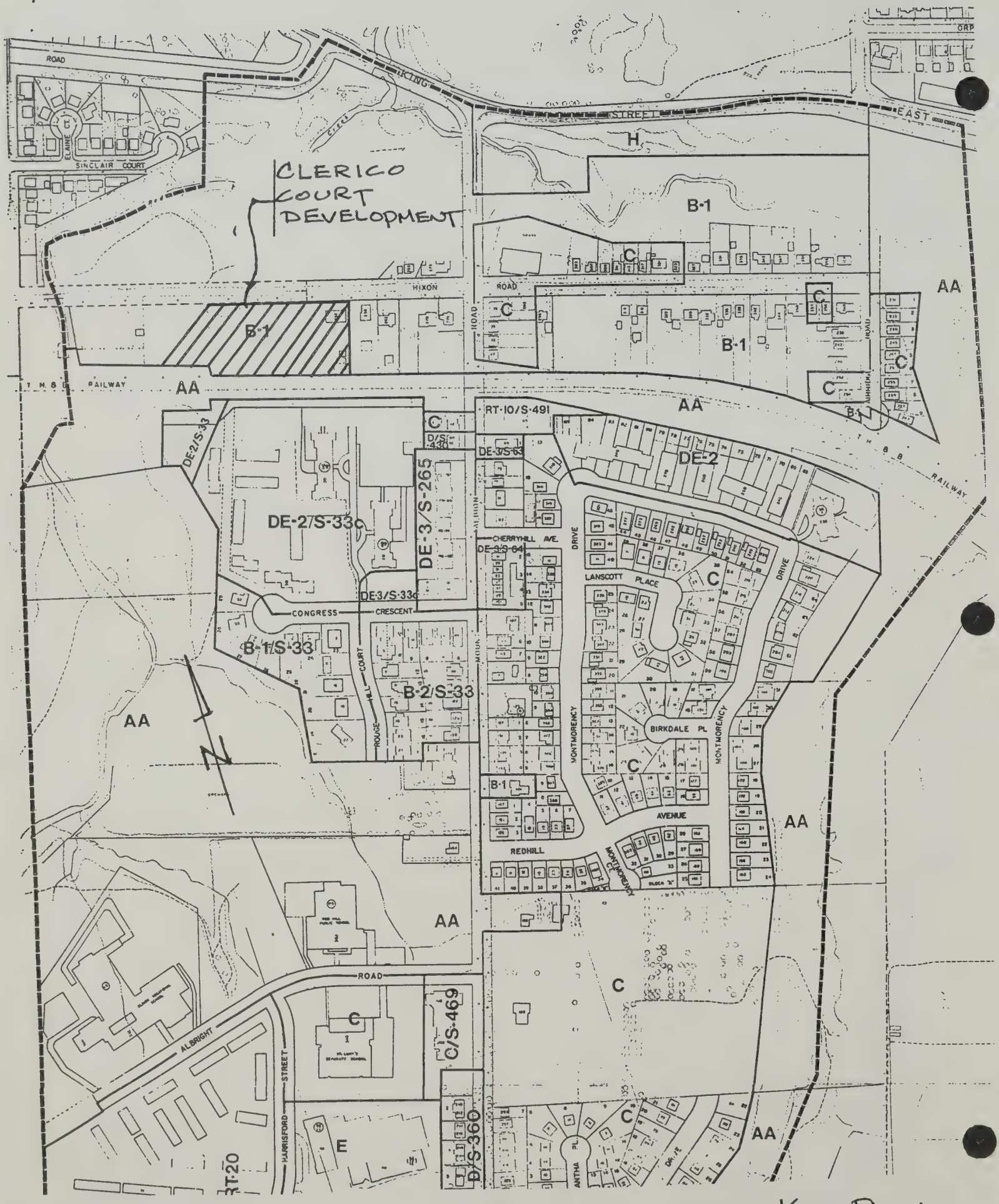
AQUINO GARDENS - PHASE 1: This is a proposed residential plan of subdivision. The lots within this plan are in an R-4 zoning district which provides for zero lot line style dwellings. The Subdivider will be providing Maintenance Easements in accordance with present policy. There are a number of parcels of land which are required for the extension of the road allowances for Butler Drive and Acadia Drive. These lands either have been acquired or need to be acquired in conjunction with the development of this plan of subdivision. These parcels will be established as part of the respective road allowances by By-law in conjunction with this development.

CLERICO COURT: The development of this subdivision has previously been approved by Council. Additional funding of $818.53 is required to cover the increased costs for the construction of services (roads) and is in accordance with the cost sharing stated in the subdivision agreement.

TEMPLEMEAD NO. 2 SURVEY - PHASE 8: This is a proposed residential plan of subdivision. The lots within this plan are in an R-4 zoning district which provides for zero lot line style dwellings. The Subdivider will be providing Maintenance Easements in accordance with present policy. Costs for existing services on Mount Pleasant Drive will be recovered under the subdivision agreement for the development.

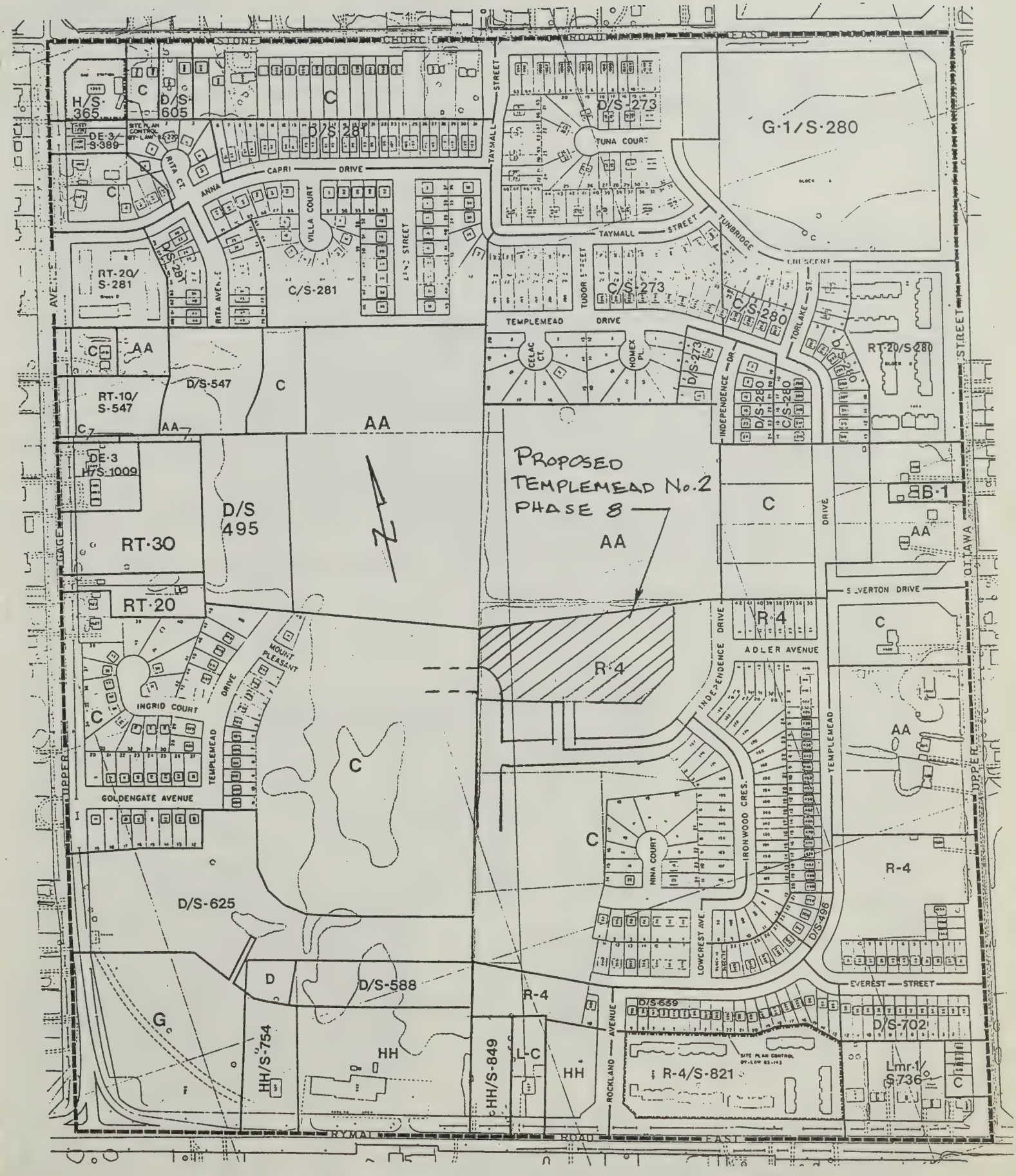
DVC:

cc: J. Schatz, Secretary, Co-ordinating Committee
cc: E. C. Matthews, City Treasury Department
cc: R. Douglas, Regional Surveyor's Office
cc: L. Farr, City Solicitor's Office


CLERICO COURT DEVELOPMENT
KING STREET EAST
ROAD
SINCLAIR COURT
ELAINE CT.
HIXON ROAD
B-1
C
AA
T.H.B. RAILWAY
RT-10/S-491
DE-2/S-33
DE-3/S-63
DE-2
DE-2/S-330
DE-3/S-265
DE-3/S-64
DE-3/S-330
CONGRESS CRESCENT
B-1/S-33
B-2/S-33
CHERRYHILL AVE.
LANSCOTT PLACE
DRIVE
BIRKDALE PL
MONTMORENCY AVENUE
REDHILL
ALBRIGHT ROAD
HARRISFORD STREET
C/S-469
D/S-360
RT-20
E

KEY PLAN

N.T.S.

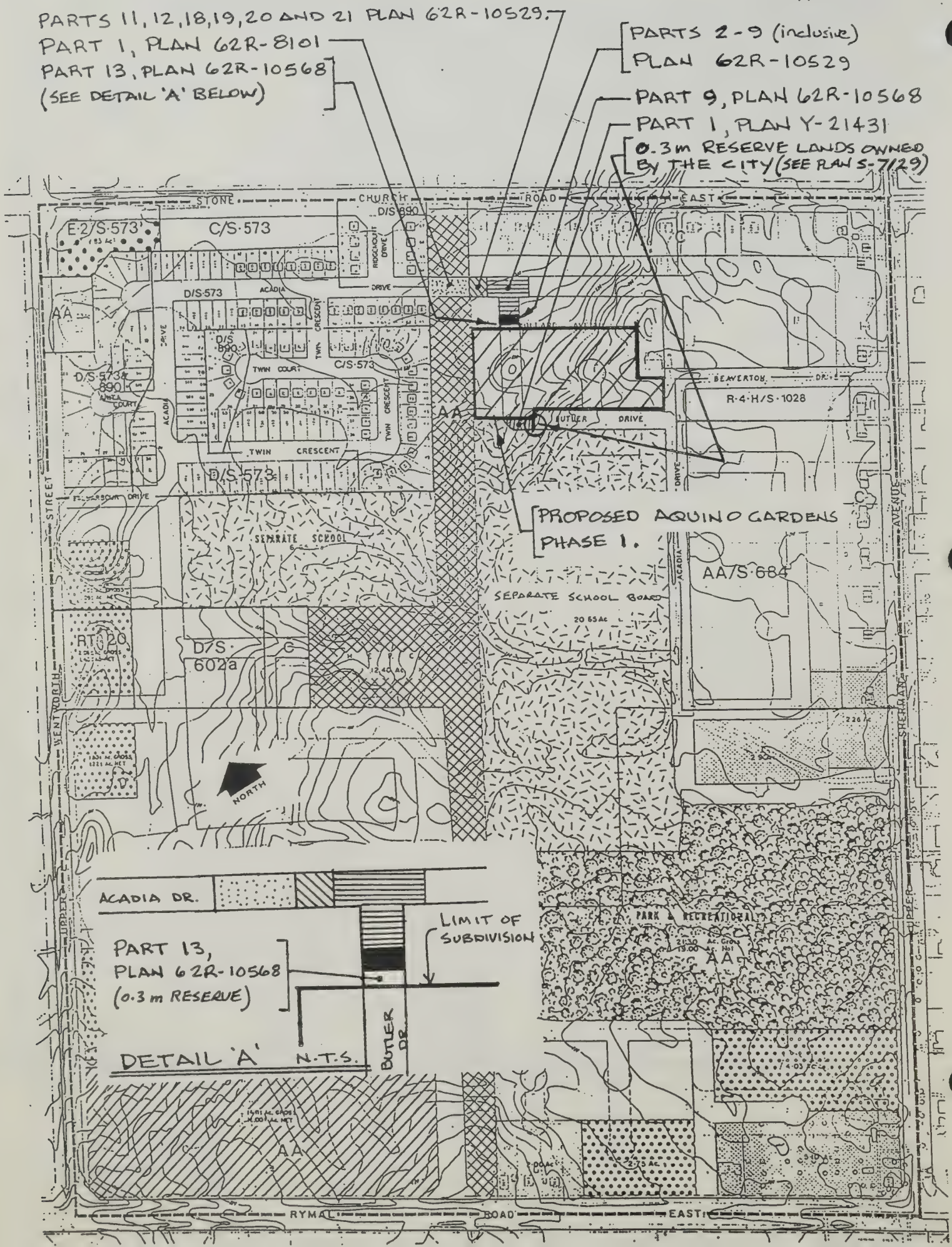

STONE CHURCH ROAD EAST
H/S-365
C
D/S-605
C
D/S 281
DE-3 S-389
SITE PLAN CONTROL BY-LAW 82-225
RITA CT.
ANNA
CAPRI DRIVE
C
VILLA COURT
LANG STREET
TAYMALL STREET
D/S-273
TUNA COURT
G-1/S-280
TAYMALL STREET
TUNBRIDGE CRESCENT
RT-20/S-281
D/S-281
C/S-281
TEMPLEMEAD DRIVE
TUDOR STREET
C/S-273
C/S-280
TORLAKE ST.
RT-20/S-280
CELAC CT.
HOMEX PL.
D/S-273
INDEPENDENCE DR.
D/S-280
C/S-280
D/S-280
C
AA
RT-10/S-547
D/S-547
C
AA
C
AA
PROPOSED TEMPLEMEAD No.2 PHASE 8
AA
DE-3 H/S-1009
D/S 495
RT-30
C
DRIVE
BB-1
AA
RT-20
SYVERTON DRIVE
R-4
ADLER AVENUE
INDEPENDENCE DRIVE
R-4
C
MOUNT PLEASANT DRIVE
INGRID COURT
C
TEMPLEMEAD
GOLDENGATE AVENUE
C
C
AA
IRONWOOD CRES.
NINA COURT
TEMPLEMEAD
R-4
D/S-625
D/S-496
LOWCREST AVE.
D
D/S-588
R-4
EVEREST STREET
D/S-559
D/S-702
G
HH/S-754
HH
HH/S-849
L-C
HH
ROCKLAND AVENUE
R-4/S-821
SITE PLAN CONTROL BY-LAW 83-193
Lmr.1/S-736
C
ROYMAL ROAD EAST
CAGE AVENUE
UPPER
OTTAWA STREET
UPPER

KEY PLAN

N.T.S.

KEY PLAN

N.T.S.


PARTS 11, 12, 18, 19, 20 AND 21 PLAN 62R-10529.
PART 1, PLAN 62R-8101
PART 13, PLAN 62R-10568
(SEE DETAIL 'A' BELOW)
PARTS 2-9 (inclusive)
PLAN 62R-10529
PART 9, PLAN 62R-10568
PART 1, PLAN Y-21431
0.3m RESERVE LANDS OWNED BY THE CITY (SEE PLAN S-7129)
PROPOSED AQUINO GARDENS PHASE 1.
STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
D/S-573
ACADIA
AA
TWIN COURT
TWIN CRESCENT
BEAVERTON DR.
R-4-H/S-1028
BUTLER DRIVE
SEPARATE SCHOOL
AA/S-684
SEPARATE SCHOOL BOARD
RT-20
D/S-602a
NORTH
WENTWORTH STREET
UPPER SHERMAN AVENUE
ACADIA DR.
LIMIT OF SUBDIVISION
PART 13, PLAN 62R-10568 (0.3m RESERVE)
BUTLER DR.
DETAIL 'A' N.T.S.
PARK & RECREATIONAL
RYMAL ROAD EAST

1990 SU

)N EXPENDITURE SUMMARY

Name of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTI OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- AQUINO GARDENS - PH. 1	32 lots	88-10-11	Catch Basins					
- 839891 ONTARIO INC.	(9 future)	P&D 20-88	Connectic	$14,055.22	$0.00			
- Urbex Management Ltd.	Hamilton	Item 18(b)	Curbs & Sidev	$38,093.43	$0.00			
- J. David Peters			Finished Roac	$81,056.03	$22,148.00			
			Dead End Barr	$1,130.00	$0.00			
			Street Lighti	$6,246.00	$0.00	$162,728.68	$164,324.32	$327,053.00
Note: No sidewalks are required on Amherst Circle.								
- CLERICO COURT	Hamilton	87-05-27	Catch Basins					
(additional funding)		P&D 10-87	Connectic	$0.00	$0.00			
		Item 6(a)	Curbs & Sidev	$0.00	$0.00			
			Finished Roac	$0.00	$818.53			
			Dead End Barr	$0.00	$0.00			
			Street Light:	$0.00	$0.00	$818.53	$0.00	$818.53
Note: Engineering Schedules previously approved - Item 21, T				, Council Dec 13, 1988				
- TEMPLEMEAD NO. 2 SURVEY	22 lots	88-08-30	Catch Basins					
PHASE 8	1 block	P&D 17-88	Connecti	$0.00	$0.00			
- ROBERT SHELLEY	Hamilton	Item 8(b)	Curbs only	$0.00	$0.00			
CONSTRUCTION LIMITED			Finished Roa	$0.00	$0.00			
- A. J. Clarke & Associates			Drainage Swa	$0.00	$0.00			
- A. J. Clarke			Street Light	$0.00	$0.00			
			Fencing	$0.00	$2,883.00	$2,883.00	$82,057.75	$84,940.75
Note: No sidewalks are required on Rutledge Court.								
TOTALS:				$140,580.68	$25,849.53	$166,430.21	$246,382.07	$412,812.28

SCHEDULE "A"

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

5(f)

FOR ACTION

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. G.S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 20 December 1989
COMM FILE:
DEPT FILE: (See Schedule)

SUBJECT

Incorporating Certain City Lands into various Streets, Avenues, etc.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate certain City lands into various Streets, etc. as described in Schedule "A", appended hereto, to be approved during the pleasure of Council.

G. S. SPENCER
COMMISSIONER OF ENGINEERING

HMS:lj

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason For being Incorporated	File No.
Rockview Avenue	Block 42, Plan 62M-495	NIL	To connect and provide access between plans 62M-495 & 62M-632	S701-39 S701-61
Rexford Drive	Block 56 Plan 62M-384	NIL	To connect and provide access to Plan 62M-384 & Part 6 Plan 62R-10808 (also to be est'd by By-Law see paragraph below)	S718-15
Rexford Drive	Parts 4 and 6 Plan 62R-10808	NIL	To connect & provide access between plans 62M-384 and 62R-583	S718-15 S708-53
Atherley Drive	Part 2 Plan 62R-10808	NIL	To connect & provide access between Upper Sherman and Rexford Drive & Plan 62M-583	S708-53

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason For being Incorporated	File No.
Firenze Street	Block "5", Plan M-224	Nil	To connect and provide access between Plans M-224 & 62M-348	S703-09 S701-27
Rexford Drive	Pt. Block "AX", Plan M-200 (being Part 6, Plan 62R-7170)	Nil	To provide access to Rexford Drive from lands at rear of #1296 Upper Gage Avenue	S718-06
Merrilee Crescent	Block 26, Plan 62M-562	Nil	To connect and provide access between Plans 62M-562 and 62M-574	S701-34 S701-35
Queen Victoria Drive	Parts 12 and 15, Plan 62R-6257	Nil	To provide access to and from the lands abutting to the east	S610-01
Balfour Drive	Block 28, Plan M-316	Nil	To provide access to and from the property known as "Chedoke" owned by the Ontario Heritage Foundation	S610-01 S610-03

5(g)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 16
COMM FILE: 3-11.10.2
DEPT FILE: 802-72
ID#brenda

SUBJECT:

Petition Against the Construction of Concrete Sidewalks on the North Side of Barton Street between Nash Road and Centennial Parkway (portion of works previously approved by Council on July 25, 1989 - Item 3, Thirteenth Report of the Co-ordinating Committee).

RECOMMENDATION

(A) That the Transport and Environment Committee recommend to the Finance and Administration Committee to have Item 3 of the Thirteenth Report of the Co-ordinating Committee, approved by City Council on July 25, 1989 which provides for the construction of sidewalks on both sides of Barton Street, be deleted and the following substituted, so as to provide for the construction of sidewalks on the south side of Barton Street only:

(i) That the construction of a concrete sidewalk on the south side of Barton Street from Kenora Avenue to Centennial Parkway be proceeded with as a local improvement pursuant to Section 12 of The Local Improvement Act, at an estimated gross cost of $64,000 as provided for in the 1989 portion of the 1989-1993 Capital Budget as Project No. 39000 - City's Share ($33,377.60) and Project No. 89000 - Owner's Share ($30,622.40).

(ii) That the City Solicitor be authorized to make application to the Ontario Municipal Board for approval to finance the project at an estimated owner's share of $30,622.40, as well as a City's share of $33,377.60, by the issuance of debentures totalling $64,000 for a period not to exceed 20 years, and further, that application be made to the Regional Municipality of Hamilton-Wentworth to issue debentures in the total amount of $64,000 for a term not to exceed 20 years for this project.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Cont'd.....

Cont'd.....

FINANCIAL CONSIDERATIONS

See above "Recommendation".

BACKGROUND

On July 25, 1989, Council in adopting Section 3 of the 13th Report of the Co-ordinating Committee approved the construction of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway and on the north side of Barton Street from Nash Road to Centennial Parkway as a local improvement, Section 12, City initiative.

Under this section of the Local Improvement Act, the work may proceed unless a sufficiently signed petition against the work is received. In order for the petition against to be sufficiently signed, it must be signed by a majority of the owners representing at least 50% of the assessed value of the lots abutting the proposed work.

We have been advised by the City Clerk that a sufficiently signed petition against the sidewalk work on the north side of Barton Street has been received. Therefore, we recommend the sidewalks not be installed at this time, and the above-noted Council resolution be amended accordingly.

There will be a continuous sidewalk on the south side of Barton Street from Nash Road to Centennial Parkway once the project is completed.

RPM:bm

cc: E. C. Matthews, City Treasurer
Att: B. Hotrum
cc: G. Lawson, Commissioner of Finance
Att: G. Jagger
cc: Secretary
Co-ordinating Committee
City Clerk's Department
cc: L. Lawrence
City Solicitor's Department

5(h)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1990 January 11
COMM FILE: 3-11-2
DEPT. FILE: T103-14
ID darlene

SUBJECT

Revision of Annual Charges for Overweight Permits

RECOMMENDATION

a) That the existing 1989 Charges per metric tonne of overload be maintained for 1990 as follows:

Type of vehicle	1989 charge	% Increase	1990 charge
Tractor Trailer	$116.00	4.5%	$121.00
Single Unit Truck	$196.00	4.5%	$202.00

b) That the above fees be reviewed each year.

G. S. Spencer
Commisioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

Traffic By-Law No. 89-72 provides for the issuance of annual permits for any overweight vehicle travelling on City streets, provided a fee has been paid to the City Treasurer for the weight in excess of that permitted by the Highway Traffic Act. The current fees for each excess tonne are $165.00 in case of a single unit, and $116.00 for a tractor-trailer combination.

Continued .....

Revision of Annual Charges for Overweight Permits

Continued .....

As recommended by your Committee and approved by City Council on January 23, 1989, the above-noted rate has to be revised to reflect the variation in construction cost of a standard 8.5m wide roadway.

The current average cost of reconstructing a standard 8.5m wide roadway is estimated at $379.00 per metre, that represents an increase of approximately 4.5%. By applying the 4.5% increase, the annual overload permit fees per excess tonne are modified as follows:

- $121.00 for tractor trailer, and
- $202.00 for single units.

TS.TTS:dh

cc: P. R. A. Hooker, Acting City Solicitor
cc: E. C. Matthews, City Treasury
cc: M. Main, Traffic Department

5(i)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER,
COMMISSIONER OF ENGINEERING

DATE: 1990 January 12
COMM FILE:
DEPT FILE:
I.D. tracy

SUBJECT

Annual Overload Permit
Stelco Steel

RECOMMENDATION

a) That in accordance with By-law 89-72, Stelco Steel be given an Annual Overload Permit for the year 1990 for fifteen (15) tractor-trailers for a total fee of $5,445.00; and,

b) That 20% or $1,089.00 be credited to City Account No. 44049-52006 (Overload Permit Fees) and that 80% or $4,356.00 be credited to Regional Account No. 46025-301300.

G.S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

A request was received from Stelco Steel for an Annual Overload Permit for fifteen (15) tractor-trailer units to operate between Stelco facilities on Industrial Drive/Burlington Street and Hamilton Harbour docks. Streets involved are Wilcox Street, Stratherne Avenue, Burlington Street, Parkdale Avenue and Windermere Road.

In accordance with By-Law 89-72 and the related current regulations of The Highway Traffic Act, the overloads and the related permit fees are as follows.

Continued ...

Annual Overload Permit
Stelco Steel

Fifteen vehicles carrying 3 tonnes overload each at $121.00 overload charge per tonne result in a total fee of $5,445.00 of which an estimated 20% relates to City Streets and 80% to Regional Roads.

TTS:tlj

cc: R. Hayes, City Treasury Department
cc: R. Pietroniro, Regional Finance.

5(j)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: G. S. SPENCER
COMMISSIONER OF ENGINEERING

DATE: 1990 January 11
COMM FILE: 3-11-2
DEPT. FILE: T103-14
ID darlene

SUBJECT

Annual Overload Permit
K's Transport Inc.

RECOMMENDATION

a) That in accordance with By-law 89-72, that K's Transport Inc. be given an Annual Overload Permit for the year 1990 for nine (9) tractor-trailers for a total fee of $11,217.00; and,

b) That 11%, or $1,234.00, be credited to City Account No. 44049-52006 (Overload Permit Fees), and that 89%, or $9,983.00, be credited to Regional Account No. 46025-310300.

G. S. Spencer
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations".

BACKGROUND

We have received a request from K's Transport Inc. for an Annual Overload Permit for nine (9) tractor-trailer units to haul slag from Dofasco and Stelco along Wilcox Street, Burlington Street, Parkdale Avenue and Windermere Road. Each truck will make approximately fourteen (14) trips per day. The route the vehicles travel consists of 11% City streets and 89% Regional Roads.

Continued .....

Annual Overload Permit
K's Transport Inc.

Continued .....

We have reviewed the vehicles involved and in accordance with By-Law 89-72 and the related current regulations of The Highway Traffic Act, find that the overloads and the related permit fee is as follows:

Nine (9) vehicles - 10.3 tones overload each at $121.00 per tonne = $11,217.00.

TS TTS:dh

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

5(k)

FOR ACTION

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. SPENCER,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 17
COMM FILE:
DEPT FILE: T103-40
T101-04
I.D. nancy

SUBJECT

Lighting of Public Assumed Alleyway between Barton Street and Robert Street, east of James Street.

RECOMMENDATION

That the Transport and Environment Committee consider the proposal to install illumination, at a cost of approximately $2,000.00, of the alleyway bounded by Barton and Robert and James and Hughson Streets north of Christ Church Cathedral and forward the request to the Planning and Development Committee for funding under the Commercial Improvement Programme.

Ted Gill P.Eng.

E. M. GILL
ACTING COMMISSIONER OF ENGINEERING

BACKGROUND

The attached petition was received by the Engineering Department requesting the illumination of the public assumed alleyway located east of James Street between Barton Street and Robert Street.

Since the illumination of alleyways within Business Improvement Areas is done through the Commercial Improvement Programme of the City's Community Development Department the request was forwarded to them for consideration. The action suggested by the Community Development Department is summarized in the "Recommendation" and a copy of their letter is attached for your perusal.

Cont'd ....

Cont'd ....

BACKGROUND

As an alternative to the above, funding from the street lighting account was investigated. The estimated cost to install illumination on the existing Bell Telephone poles is $2,000.00.

The City's Current Budget provides for lighting of road allowances only, to enhance safety in high pedestrian traffic areas. However, should your committee proceed with the illumination of the alleyway under this alternative, funds could be provided from the City's Current Budget (Electrical Services).

It is noted that not all of the abutting residential properties have signed the petition, and objections to luminaries which may shine in bedroom windows may be anticipated.

TS:nq

cc: Community Development Department
Att: E. Kowalski

E. W. KOWALSKI
DIRECTOR

REFER TO FILE NO.

800-0014.8

YOUR FILE NO.

MEMORANDUM

DEPARTMENT OF COMMUNITY DEVELOPMENT

P.O. BOX 2040
HAMILTON, ONTARIO
L8N 3T4

FILE NO. T103-40
LETTER NO.
DEC 2 2 1989

COMM.		PERS.
ENG. TOWN	TS	
PLNT. OPER.		ANS. BY
INF. MGT.		FILED BY
ENG. SER.		TS
ADMIN.		

DATE: 1989 December 21

MEMO TO: Alderman Agro
Ward Two

FROM: Ms. J. McNeilly
Community Development Department

**Lighting of a Publicly Assumed Alleyway
Off of James Street North**

I am in receipt of a copy of a letter sent to you by Mr. Spencer, Commissioner of Engineering on 1989 November 30 (attached). In response to this, I offer the following comments. City Council has provided funding for illumination of alleyways within the Downtown Core under Phase IV of the Downtown Action Plan. These funds are all Municipal and can only be directed towards the Downtown Action Plan Study Area which northern boundary terminates at Wilson Street. However, Municipal funds are available for improvements within Business Improvement Areas (B.I.A.'s) under the Commercial Improvement Programme. B.I.A.'s make submissions in the Fall of every year through the Department of Community Development to the Downtown Action Plan Co-ordinating Committee (DAPCOM), the Planning and Development Committee and on to City Council for improvements to public property within their area. These improvements are then co-ordinated through the Department of Community Development. It is certainly within the scope of this programme to provide lighting of public spaces. I have contacted the Manager of the B.I.A., Ninette Trink, and advised her of the petition and suggested that the B.I.A. may wish to consider the illumination of the subject alleyway as a submission under the Commercial Improvement Programme. Once the B.I.A. has submitted this as a request, the Department of Community Development can gain formal approval through City Council for implementation next year.

...../2

If you have any questions about this process please give me a call.

Co-ordinator of
Community Renewal

JMcN:bk

cc: Alderman Merling, Chairman
Transport and Environment Committee

Mr. T. Szekely, Project Engineer
Engineering Department

Ms. N. Trink, Manager
Jamesville B.I.A.

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro
Chairman — Legislation
Committee

71 MAIN STREET WEST L8N 3T4 • (416)526-2733 • RES. (416) 528-2009 — WARD 2

LETTER NO. A89-15
NOV
E.M.
ENG.
E.M.S.
REG. SURV.
ADMIN.

16 November 1989

Mr. Stan Spencer
Commissioner of Engineering

Dear Mr. Spencer:

RE: ALLEYWAY BETWEEN JAMES & HUGHSON & ROBERT & BARTON STREETS

Alderman Henry Merling and I would like you to investigate the possibility of improving the lighting in the above mentioned alleyway.

Attached is a copy of a petition we received from the merchants in the area.

Thank you for your cooperation in this matter and I look forward to your reply.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

c.c. Alderman Henry Merling, Chairman, Transport & Environment Committee
petitioners

Polonski Consiglio 284 - 286 James St N

Alex Spetsiris 274 - 276 James St. N.

Lourdes Beauty Salon 529 3444
Mary's Clothing & Gift 522-3925

Atlantic Fish Mkt. 282 James 527-8876
Vicia Silva upstairs 282 James 527-8876
Calabria Pasticceria 290 James St. N. 528-9323
Jean Jon Salon Sys. 292 James St N. 525-7296
Cassidy's Ltd. 294 James St. N 528-8166
Lisbon House. 300 James St N. 522-0130
Wadner
Yvonne Tattroff 239 Hughson St N
Hasmi 237 Hughson St N 525-7646
Robert Dollors 235 Hughson St. N. 528-5420
Maria Alves 296½ James St. N 528-2307
Gabriel Rojas. 292 James St N 528 9249
Joanne Fournier 276 James St N 525 32
#A Portugal Jewelery Store Ltd. 284 James St North 577-
276 James St. N. 528-3881. 0788

274 - 302 James St N back
On to assumed alley.

5(1)

F O R A C T I O N

REPORT TO: MR. R. C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. Gill,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 30
COMM FILE: 3-115
DEPT FILE: T103-50
ID# nancy

SUBJECT:

Inadvertent Encroachment Agreements

RECOMMENDATION

That the application for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this priviledge.

d) That the encroachment at 208 Sherman Avenue North, granted by Council on November 14, 1989, in adopting Item 4 of the 18th report of the Committee, be rescinded.

E. M. Gill
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Continued ...

Inadvertent Encroachment Agreements

Continued ...

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

With respect to 208 Sherman Avenue North, the 1989 approval did not include a concrete stoop measuring 3.1 feet by 0.4 feet. A revised application is included in this report, and the previous approval must be rescinded.

JKC:nq

cc: S. Gabruss
City Solicitor's Department

SCHEDULE "A"

City Council Date: January 30, 1990.

Address/Location	Type of Encroachment	Owner	Solicitor/Agent Address	Fees 1st Year/Annual	File No.
25 Minto Avenue/ Bristol Street	Building 10.0' X 0.5' Steps 3.0' X 3.0'	Nicolas Vetro	Markowitz and Schipper Barristers and Solicitors 25 Watlina Avenue Suite 500 Mississauga, Ontario. L4Z 2Z1 Att: Mr. E. Roll	$105.00 - $20.00	T103-50(762)
71 Mayflower Avenue	Steps 1.22m X 0.88m	Mr. Angelo Sollazzo Mrs. Christina Sollazzo	Murray R. Mazza Barristers and Solicitors Suite 202 115 Highway #8 Stoney Creek, Ontario L8G 1C1 Att: Mr. M. Mazza	$105.00 - $20.00	T103-50(767)
300 Grosvenor Ave. N./ Grosvenor Avenue	Wood Steps 1.52m X 0.21m	Mr. & Mrs. Frank Hayes	Ross and McBride Barristers and Solicitors 10th-11th Floors Commerce Place 1 King Street West P.O. Box 907 Hamilton, Ontario. L8N 3P6 Att: Mr. P. Tice	$105.00 - $20.00	T103-50(774)
60-62 Guise Street	Steps 3.5' wide Steps 3.5' X 0.5'	Marina Bay Development Corporation	Burns, Vasan, Christmas, McLeod, Cimba Barristers and Solicitors Stelco Tower P.O. Box 987 Suite 1200 100 King Street West Hamilton, Ontario. L8N 4B7 Att: Mr. J. Cimba	$105.00 - $20.00	T103-50(776)

SCHEDULE "A"

City Council Date: January 30, 1990.

Address/Location	Type of Encroachment	Owner	Solicitor/Agent Address	Fees 1st Year/Annual	File No.
144 Grant Avenue	Frame Veranda and Step 1.62m X 8.25m	Sinonio Sousa Mike Medeiros Sousa 126 McNab Street South Hamilton, Ontario L8P 5C3	J. Jeffrey Steadman Barrister and Solicitor	$105.00 - $20.00	T103-50(751)
208 Sherman Ave. North	Steps 6.42' X 5.23' Conc. Wall (3) 6.93' X 6.58' 6.28' X 8.51' 6.35' X 10.45" Conc. Stoop 0.40' X 3.1'	Mr. Gaetano D'Alessio Mr. Carlo D'Alessio	Rosenblood, Renaud, Spitale Barristers and Solicitors 20 Hughson Street South Suite 1008 Hamilton, Ontario L8N 2A1 Att: Mr. C. Spitale	$26.00 - $20.00	T103-50(765)
69 Eastbend Avenue	Concrete Porch 3.14' X 10.0' Concrete Steps 0.60' X 6.1'	Mr. K. Baird Mr. R. Brewer	Simpson and Watson Barristers and Solicitors 950 King Street West Hamiton, Ontario. L8S 1K8	$105.00 - $20.00	T103-50(815)
31 Simcoe Street West	Steps 2.83' X 3.20'	Patrick & Betty Hugette	Charles S. Scime Barrister and Solcitor 117 Hunter Street East Hamilton, Ontario. L8N 1M5	$105.00 - $20.00	T103-50(841)
107 Shaw Street	Building Wall 21.90' X 0.52'	Leo and Joan Crowley	Legge and Legge Barristers and Solcitors 60 St. Clair Avenue East Toronto, Ontario. M4T 1N5	$105.00 - $20.00	T103-50(827)
617 Upper Wellington Street	Building Wall 0.13' X 0.51'	Layton Morrison	Cass and Bishop Barristers and Solicitors 720 Guelph Line Suite 303 Burlington, Ontario L7R 4E2	$105.00 - $20.00	T103-50(818)
11 Macauley Street West	Steps 4.0' X0.46'	Edwardo and Maria Barbosa	Borkovich and Ingrassia Barristers and Solicitors 1 Main Street East Hamilton, Ontario. L8N 1E7	$105.00 - $20.00	T103-50(816)

6 191

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.4
DEPT FILE: TEC-03-90

SUBJECT: Intersections of Eaglewood Drive and Presido Drive and Royal Vista Drive and Eaglewood Drive - Intersection Control

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Royal Vista Drive and Eaglewood Drive; and

b) That eastbound traffic on Presido Drive be required to stop for northbound and southbound traffic on Eaglewood; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

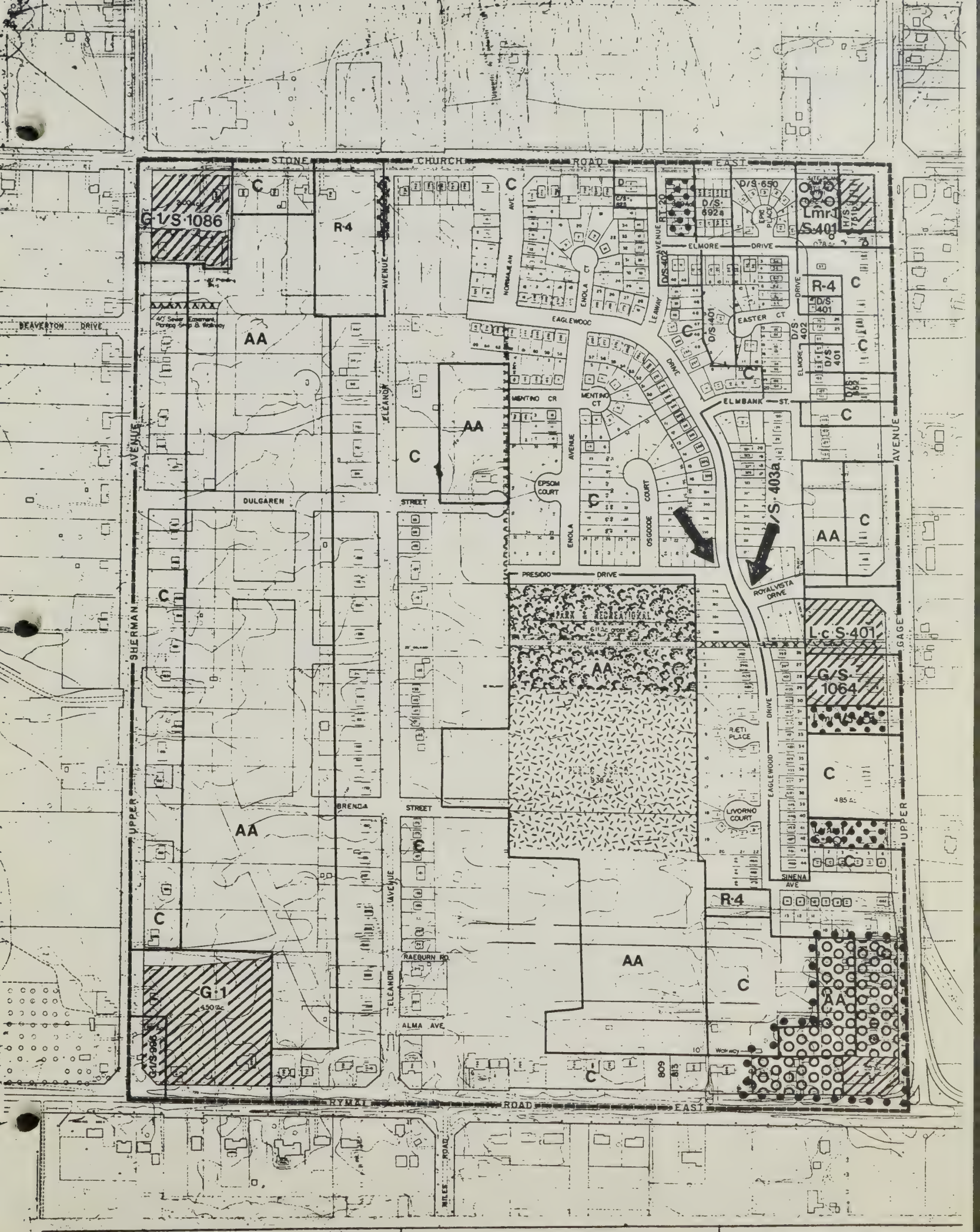
The Traffic Department has received a request from Mr. Bob Male, 409 Eaglewood Drive, that stop control be implemented at the intersection of Eaglewood and Presido/Royal Vista.

This location is actually two "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that there have been no reported collisions at either intersection since their recent construction. Thus, both intersections are operating safely.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersection streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop.

The intersection of Royal Vista and Eaglewood meets at least one of the criteria respecting the use of all-way stop control in that it is the intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Royal Vista and Eaglewood.

The Traffic Department has concluded that the intersection of Presido and Eaglewood does not meet the criteria for all-way stop control. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Presido would be required to stop for northbound and southbound traffic on Eaglewood.



NOTE: This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division

LAND USE

RESIDENTIAL

Neighbourhood Boundary

Zoning Boundary

Area Under Review March 1995

6(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 11
COMM FILE: 3-9.4
DEPT FILE: TEC-325-89

SUBJECT: Intersection of Empress Avenue and Millen Avenue - Intersection Control

RECOMMENDATION:

a) That northbound traffic on Millen Avenue be required to stop for eastbound and westbound traffic on Empress Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Gallagher recently advised of a request from residents of Empress and Millen, that three-way stop control be implemented at the intersection of these two streets.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, it would be appropriate to erect a stop sign on the stem of this "T" type intersection such that northbound traffic on Millen would be required to stop for eastbound and westbound traffic on Empress.


ABERDEEN AVE
MOUNTAIN ROAD
INGLEWOOD DR
JAMES ST
FREEMAN PL
LOUISA AVE
MOUNTAIN
JOHN
ACCESS
CLAREMONT
CONCESSION
BULL'S LANE (PRIVATE)
WYCLIFFE AVENUE
SEARLE STREET
BELVIDERE AVENUE
KELSO ST
KNYVET AVENUE
HIGHCLIFFE AVENUE
ROSEDENE AVENUE
ELCHO
INVERNESS AVENUE EAST
INVERNESS AVE W
TANNER ST
JAMES
UPPER
WAVELL AVENUE
BUCHANAN STREET
CHURCHILL AVENUE
DUFF STREET
QUEENSDALE AVENUE
QUEENSDALE AVE W
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE
SOUTHILL DRIVE
EIGHTH STREET EAST
GEORGE
EMPRESS AVENUE
BRANTDALE AVENUE
MILLEN AVENUE
PRINCE
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE
BRUCEDALE AVE W
GENESEE STREET
DE-3/S-911
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
FENNELL AVE W
FENNELL AVENUE EAST
WEST FIFTH STREET
DRIVE
TERRACE
CLARENDON AVE
WARREN AVE
WELBOURN DRIVE
BROWER CRESC
DRIVE

6(c)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.4
DEPT FILE: TEC-06-90

SUBJECT: Intersection of Robson Crescent and Rosewell Avenue - Intersection Control

RECOMMENDATION:

a) That southbound traffic on Rosewell Avenue be required to stop for eastbound and westbound traffic on Robson Crescent; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

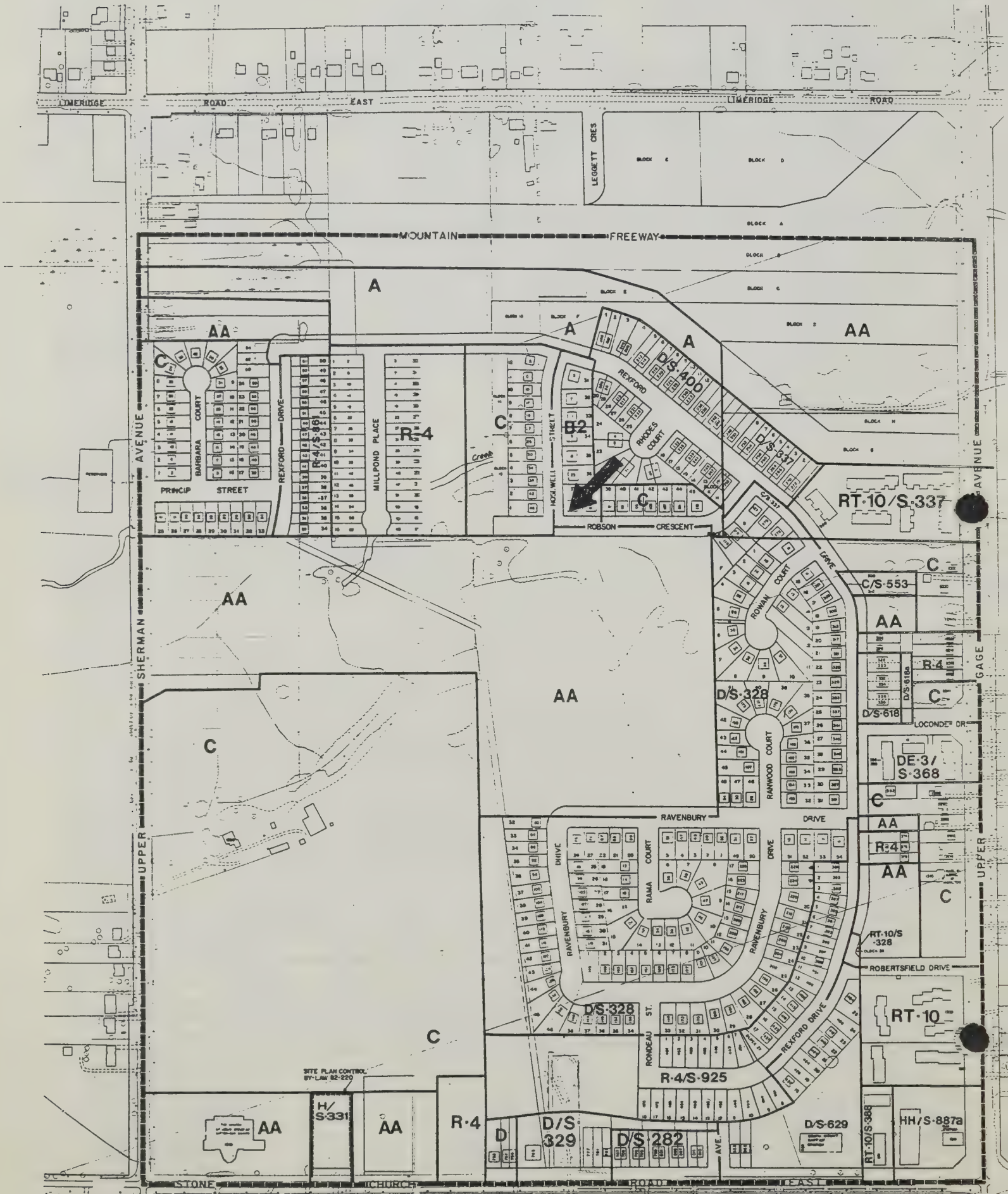
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. and Mrs. Middleton, 83 Robson Crescent, that three-way stop control be implemented at the intersection of Robson and Rosewell.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its recent construction. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that southbound traffic on Rosewell would be required to stop for eastbound and westbound traffic on Robson.


LIMERIDGE ROAD EAST
LIMERIDGE ROAD
LEGGETT CRES
MOUNTAIN FREEWAY
SHERMAN AVENUE
UPPER GAGE AVENUE
A
AA
C
R-4
R-4/S-86
B2
D/S-400
D/S-337
RT-10/S-337
REXFORD DRIVE
BARBARA COURT
PRINCIP STREET
MILLPOND PLACE
HOSKWELL STREET
RHODES COURT
ROBSON CRESCENT
ROWAN COURT
LANE
C/S-553
D/S-328
D/S-618a
D/S-618
LOCONDE DR.
DE-3/S-368
RANWOOD COURT
RAVENBURY DRIVE
RAMA COURT
RT-10/S-328
ROBERTSFIELD DRIVE
RT-10
RONDEAU ST.
R-4/S-925
SITE PLAN CONTROL BY-LAW 82-220
H/S-331
D/S-329
D/S-282
D/S-629
HH/S-887a
RT-10/S-388
STONE CHURCH ROAD EAST

6 (d)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.4
DEPT FILE: TEC-05-90

SUBJECT: Intersection of Goldengate Avenue and Templemead Drive - Intersection Control

RECOMMENDATION:

a) That eastbound traffic on Goldengate Avenue be required to stop for northbound and southbound traffic on Templemead Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

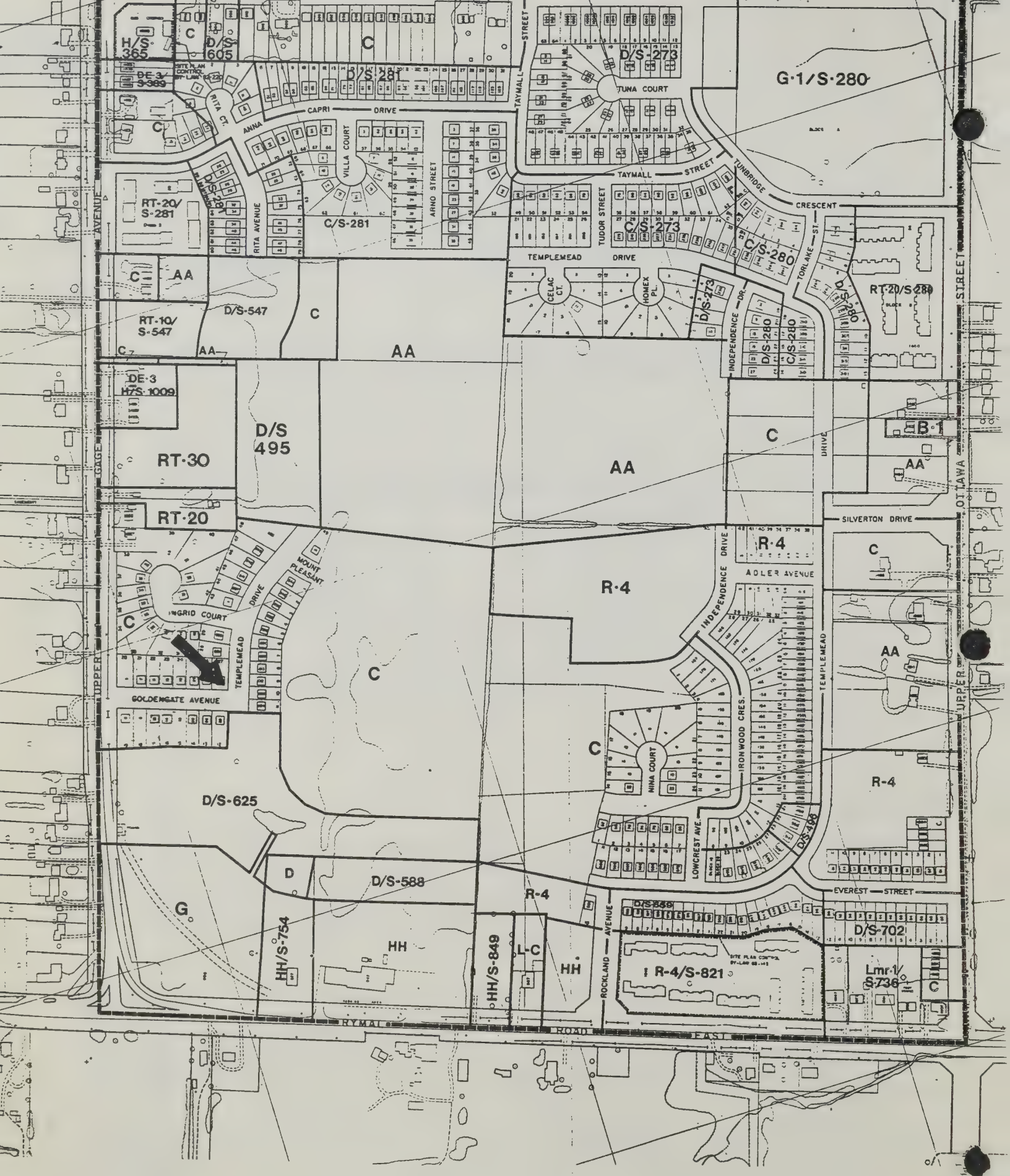
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has advised of a request that three-way stop control be implemented at the intersection of Goldengate and Templemead. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection since its recent construction. Thus, the intersection is operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at this intersection at this time. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Goldengate would be required to stop for northbound and southbound traffic on Templemead.


H/S-365
C
D/S-605
C
D/S-281
DE-3/S-389
SITE PLAN CONTROL BY-LAW 4228
RITA CT.
ANNA
CAPRI DRIVE
C
VILLA COURT
ARNO STREET
RT-20/S-281
RITA AVENUE
C/S-281
D/S-273
TUNA COURT
TAYMALL STREET
G-1/S-280
TUNBRIDGE CRESCENT
TUDOR STREET
C/S-273
C/S-280
TORLAKE ST.
TEMPLEMEAD DRIVE
CELAC CT.
HOMEX PL.
D/S-273
INDEPENDENCE DR.
D/S-280
C/S-280
RT-20/S-280
GAGE AVENUE
C
AA
RT-10/S-547
D/S-547
C
AA
AA
DE-3 H/S-1009
D/S 495
RT-30
RT-20
C
B-1
AA
SILVERTON DRIVE
R-4
ADLER AVENUE
INDEPENDENCE DRIVE
C
R-4
MOUNT PLEASANT DRIVE
INGRID COURT
C
TEMPLEMEAD
GOLDENGATE AVENUE
C
AA
C
NINA COURT
IRONWOOD CRES.
TEMPLEMEAD
R-4
D/S-625
LOWCREST AVE.
D/S-488
D
D/S-588
R-4
EVEREST STREET
G
HH/S-754
HH
HH/S-849
L-C
HH
ROCKLAND AVENUE
D/S-850
D/S-702
R-4/S-821
Lmr-1/S-736
C
RYMAL ROAD EAST
UPPER OTTAWA STREET

6(2)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 12
COMM FILE: 3-9.4
DEPT FILE: TEC-11-90

SUBJECT: Intersections of Glen Echo Drive and Loyalist Drive - Intersection Control.

RECOMMENDATION:

a) That westbound traffic on the north and south legs of Loyalist Drive be required to stop for northbound and southbound traffic on Glen Echo Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

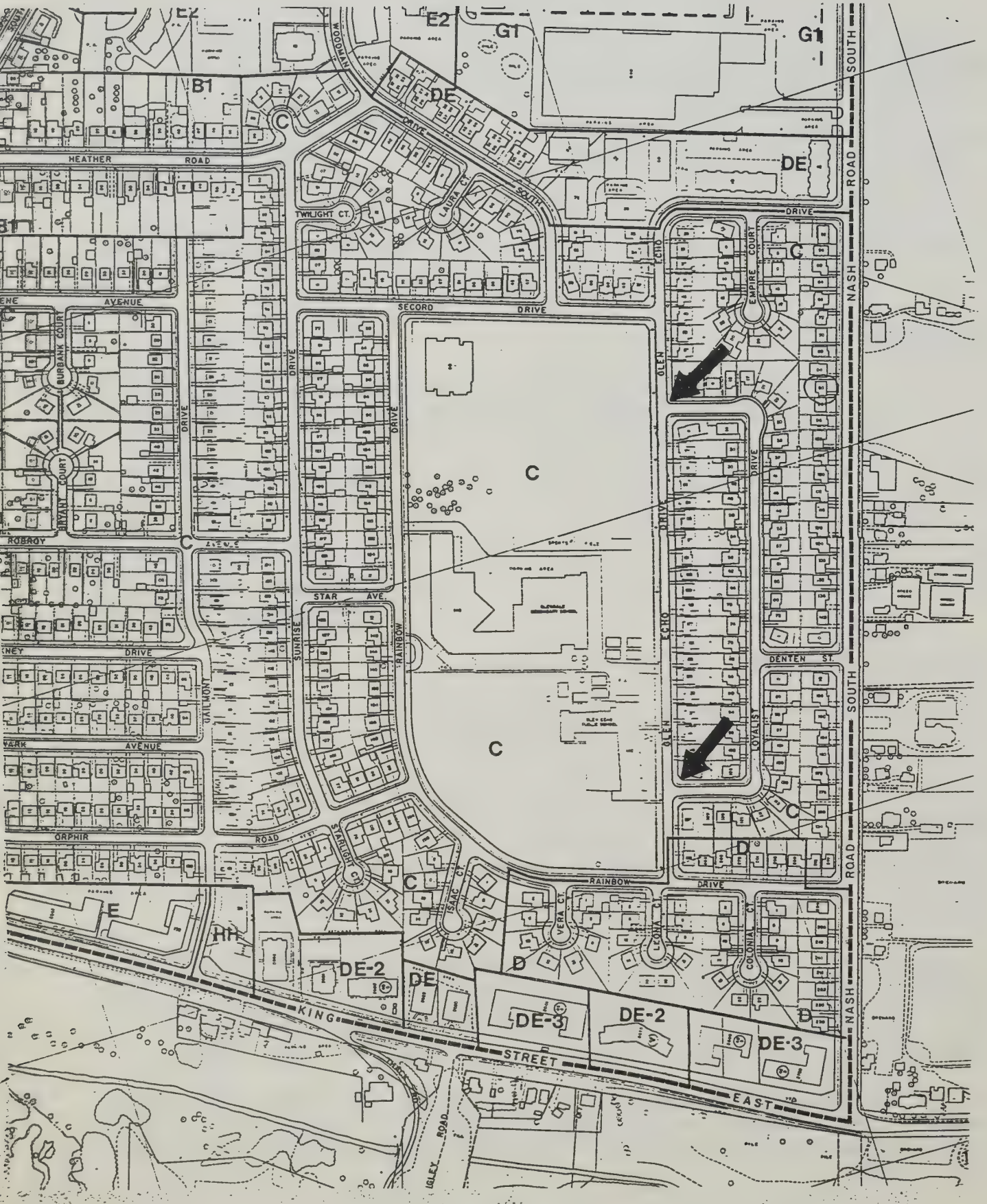
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Dominic Agostino on behalf of area residents that some sort of stop control be implemented at the intersections of Glen Echo and Loyalist.

Loyalist is a "U" shaped street which intersects with Glen Echo at two points. The subject intersections are both "T" type intersections, and presently, there are no intersection control signs at either intersection. Traffic Department records indicate that both intersections are operating extremely safely with no reported collisions at either intersection in at least the last seven years.

The Traffic Department would not object to erecting a stop sign on the stem of these "T" type intersections such that westbound traffic on the north and south legs of Loyalist would be required to stop for northbound and southbound traffic on Glen Echo.


E2
G1
B1
DE
C
HEATHER ROAD
TWILIGHT CT.
LAURA CT.
SECORD DRIVE
ECHO DRIVE
EMPIRE COURT
NASH ROAD SOUTH
BURBANK COURT
BRYANT COURT
ROBROY AVENUE
STAR AVE.
SUNRISE DRIVE
RAINBOW DRIVE
DENTEN ST.
LOYALIST DRIVE
ORPHIR ROAD
STARLIGHT CT.
ISAAC CT.
VERA CT.
LEONA CT.
COLONIAL CT.
RAINBOW DRIVE
E
HH
DE-2
DE-3
D
KING STREET EAST
IGLEY ROAD

6(5)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE: 3-9.4
DEPT FILE: TEC-327-89

SUBJECT: Intersection of Glenhaven Court/Glenhaven Drive and Greenshire Drive - Intersection Control

RECOMMENDATION:

a) That northbound and southbound traffic on Glenhaven Court/Glenhaven Drive be required to stop for eastbound and westbound traffic on Greenshire Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

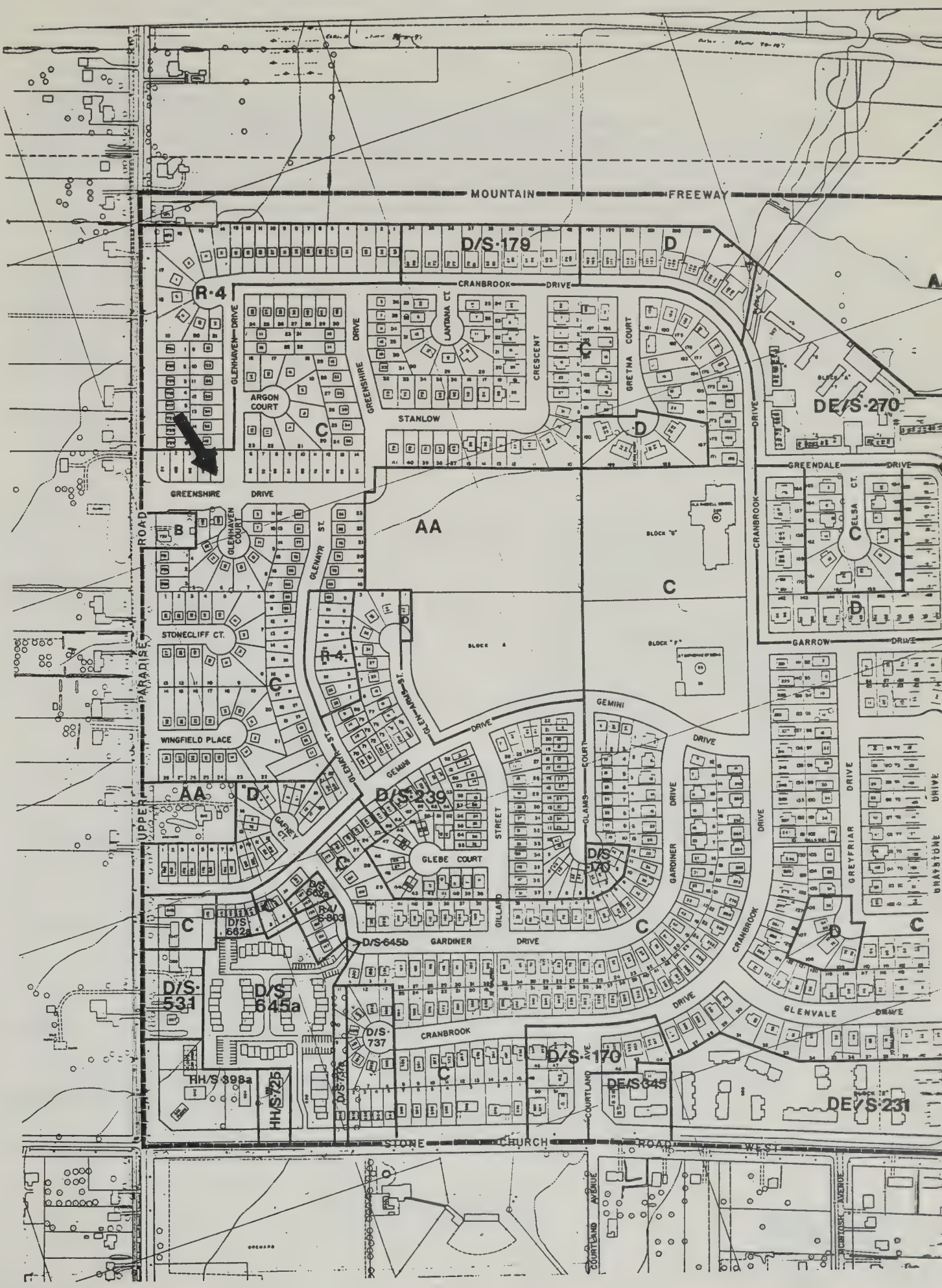
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Ellen Arcas, 109 Greenshire Drive, that stop control be implemented at the intersection of Glenhaven and Greenshire. The subject intersection is a four-leg intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in at least the last three years. Thus, the intersection is operating safely.

It is the Traffic Department's policy to control all four-leg intersections of two-way streets with two-way stop control, since the application of this program in other neighbourhoods has reduced the collisions at local residential street intersections by approximately 50 percent. Therefore, the Traffic Department concurs with the request and recommends that northbound and southbound traffic on Glenhaven be required to stop for eastbound and westbound traffic on Greenshire.


MOUNTAIN FREEWAY
D/S-179
CRANBROOK DRIVE
R-4
GREENSHIRE DRIVE
GLENHAVEN DRIVE
ARGON COURT
LANTANA CT.
GRETNA COURT
STANLOW
DE/S-270
GREENDALE DRIVE
ELSA CT.
GARROW DRIVE
AA
B
C
D
GLENHAVEN COURT
GLENAYR ST.
STONECLIFF CT.
WINGFIELD PLACE
R-4
GEMINI
GARNEY CT.
D/S-239
GLEBE COURT
GILLARD STREET
GLAMIS COURT
GARDINER DRIVE
D/S-170
D/S-645b
D/S-662a
R/W S-803
D/S-531
D/S-645a
D/S-737
HH/S-398a
HH/S-725
DE/S-645
DE/S-231
GREYFRIAR DRIVE
GLENVALE DRIVE
UPPER PARADISE ROAD
STONE CHURCH ROAD WEST
COURTLAND AVENUE

6191

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 29
COMM FILE: 3-9.4
DEPT FILE: TEC-319-89

SUBJECT: Intersection of Desantis Court and Charing Drive - intersection control.

RECOMMENDATION:

a) That a stop sign be erected to control eastbound traffic on Desantis Court at Charing Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

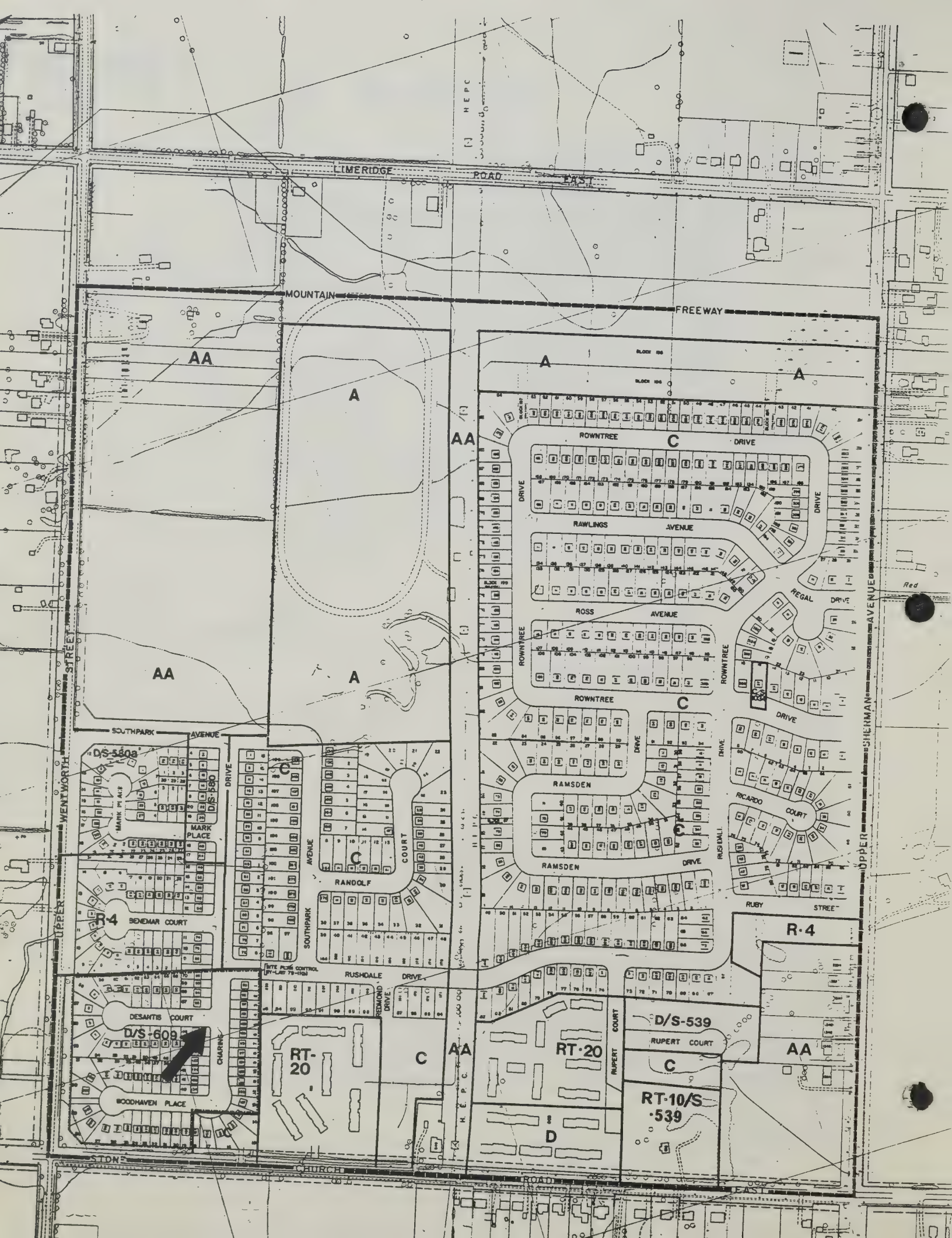
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

The resident at 26 Desantis Court has requested that stop control be implemented at the intersection of Desantis Court and Charing Drive. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last five years. Thus, the intersection has operated safely, and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that eastbound traffic on Desantis Court would be required to stop for northbound and southbound traffic on Charing Drive. Therefore, the Traffic Department concurs with the request.


LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY
H.E.P.C.
WENTWORTH STREET
SHERMAN AVENUE
UPPER
SOUTHPARK AVENUE
ROWNTREE DRIVE
RAWLINGS AVENUE
ROSS AVENUE
REGAL DRIVE
RAMSDEN DRIVE
RICARDO COURT
RUSHDALE DRIVE
RUBY STREET
MARK PLACE
BENEMAR COURT
RANDOLF AVENUE
SOUTHPARK COURT
DESANTIS COURT
WOODHAVEN PLACE
REDMOND DRIVE
CHARNE
RUPERT COURT
SITE PLAN CONTROL (BY-LAW 79-163)
D/S-580a
D/S-580
D/S-609
D/S-539
R-4
RT-20
RT-10/S-539
AA
A
C
D
SION CHURCH ROAD EAST

6(h)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 8
COMM FILE: 3-9.4
DEPT FILE: TEC-324-89

SUBJECT: Intersection of Sloan Avenue at Indian Crescent - intersection control.

RECOMMENDATION:

a) That a stop sign be erected to control southbound traffic on Sloan Avenue at Indian Crescent; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

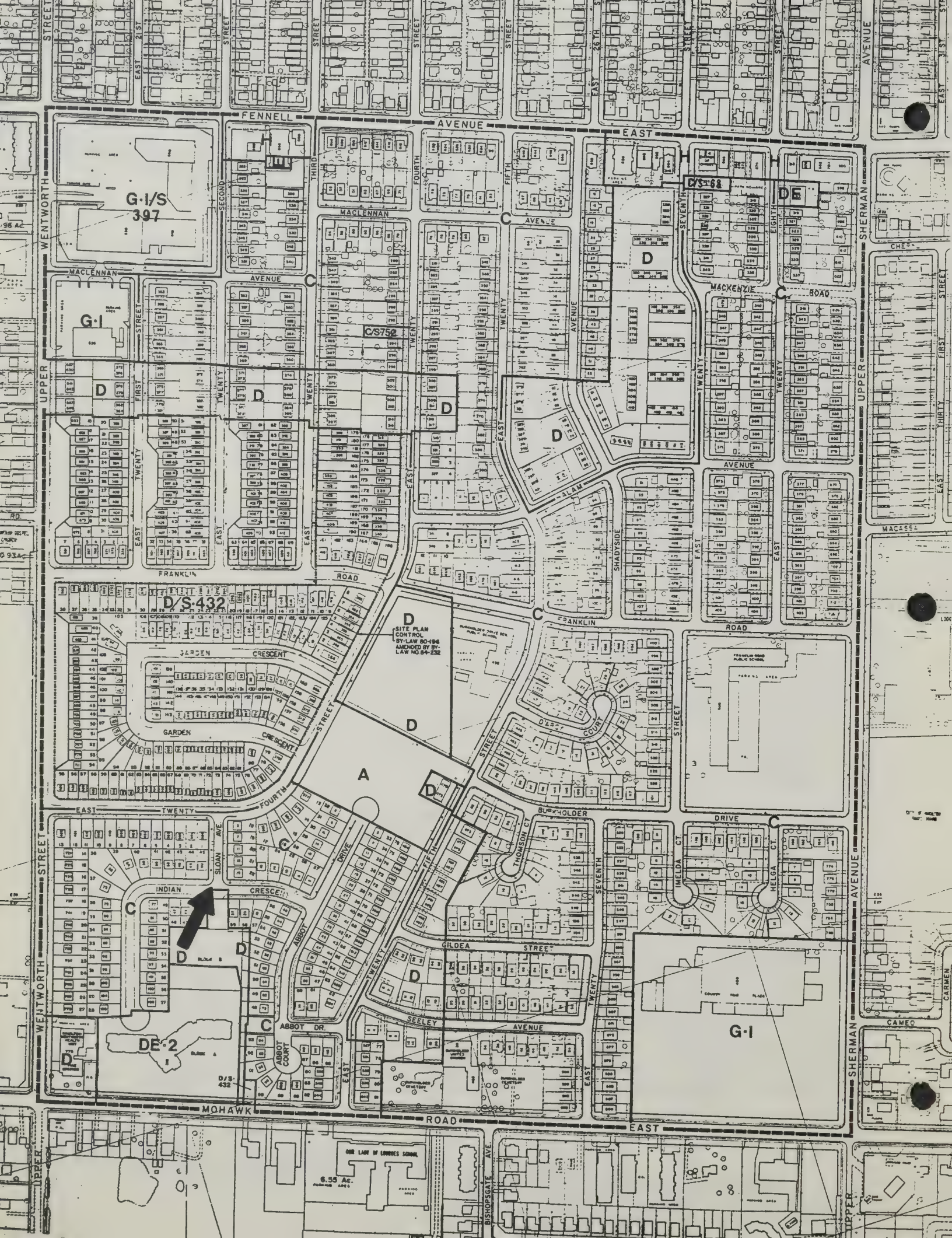
There are sufficient funds provided in the 1990 Traffic Department Operating Budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from J. Lipovsky, 72 Indian Crescent, that a stop sign be erected to control southbound traffic on Sloan Avenue at Indian Crescent.

The intersection of Sloan Avenue and Indian Crescent is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last 7 years. Thus, the intersection is operating safely and there is no apparent compelling reason to erect a stop sign at this intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object erecting a stop sign at the stem of this "T" type intersection, such that southbound traffic on Sloan Avenue would be required to stop for eastbound and westbound traffic on Indian Crescent. Therefore, the Traffic Department concurs with this request.


FENNELL AVENUE EAST
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
GARDEN CRESCENT
EAST TWENTY FOURTH STREET
INDIAN CRESCENT
GILDEA STREET
SEELEY AVENUE
ABBOT DR.
ABBOT COURT
BUCKHOLDER DRIVE
THOMSON CT.
INELDA CT.
HELGA CT.
SHADYSIDE AVENUE
MOHAWK ROAD EAST
WENTWORTH STREET UPPER
SHERMAN AVENUE
G-I/S 397
G-I
G-I
DE-2
D/S-432
C/S752
C/S768
D
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-252
6.55 Ac.

7(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE:
DEPT FILE: TEC-330-89

SUBJECT:

Intersection of Juliebeth Street and Stone Church Road - Request for a School Traffic Officer.

RECOMMENDATIONS:

(a) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Juliebeth Street and Stone Church Road at this time; and

(b) That the intersection be re-studied when development in the area nears completion.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The present cost of assigning a school traffic officer on a full-time basis to any intersection in the City is $6,563, and presently, there are no funds budgeted for additional school traffic officers.

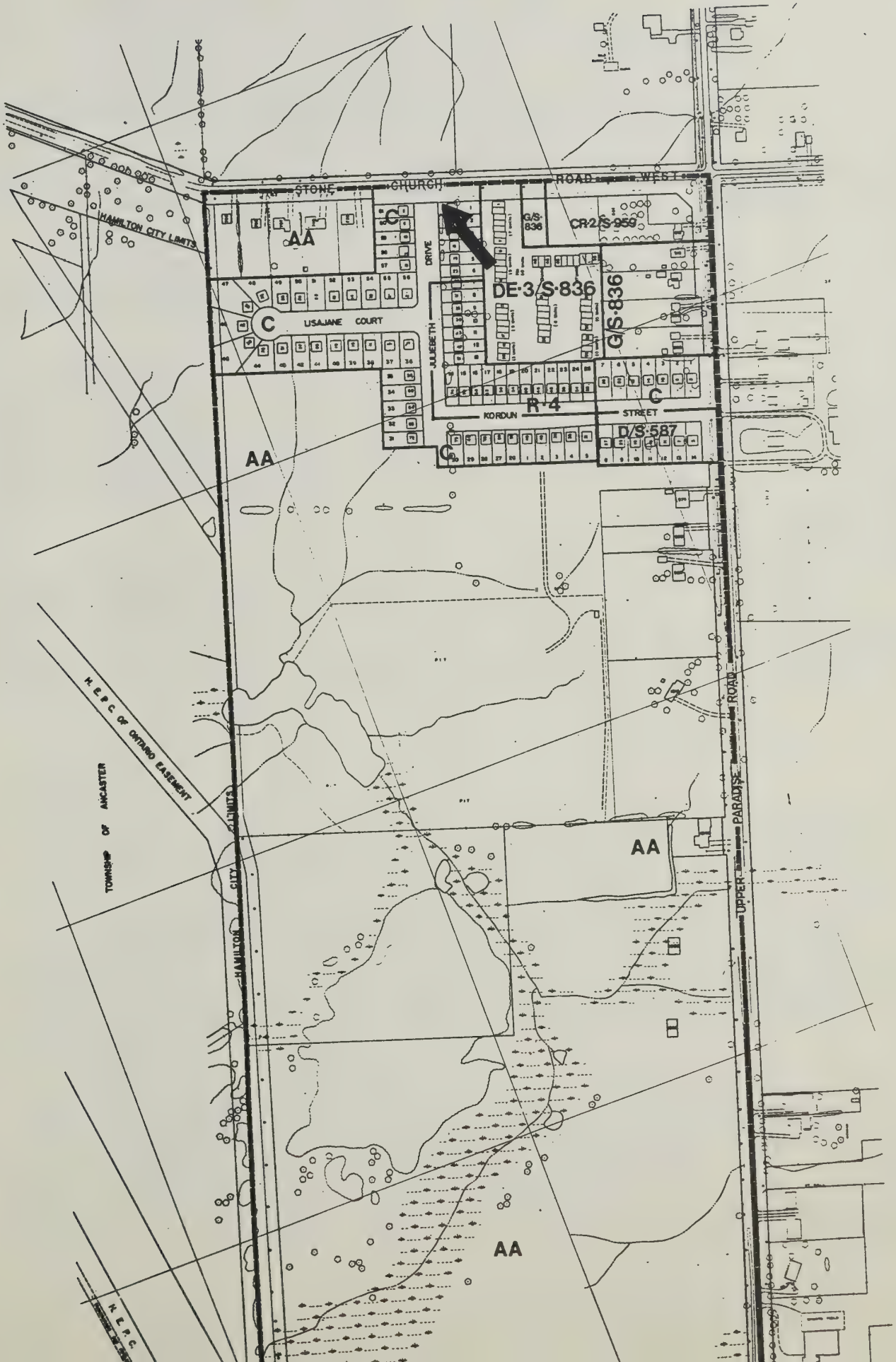
BACKGROUND:

The Traffic Department has received letters from Alderman Don Ross, Alderman Tom Murray and Mr. Vince Hubbard, Principal of St. Vincent de Paul School, requesting that a school traffic officer be assigned to the intersection of Juliebeth Street and Stone Church Road. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police Department conducted studies at this location on 1989 October 26 and observed a total of 50 crossing movements by children across Stone Church during the three school crossing periods which consisted of a total of approximately 2.5 hours. No children were observed crossing Juliebeth Street. The Regional Police have concluded from their studies that "although the safe gaps were not regular during all periods, the children waited for a gap and had

no problem crossing on their own". The highest 45 minute volume on Stone Church was only 261 vehicles. The average gap in traffic of approximately 11 seconds would be sufficient for crossing this roadway, and indeed, half of the gaps are longer. However, a representative of the Regional Police Department has advised that the situation could change when the residential development in the area is complete. Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time, but that another study be conducted in April, 1990 when the construction in the area is complete.

Traffic Department records indicate that the subject intersection is operating safely since there have been no reported collisions at the intersection in recent years. Therefore, the Traffic Department concurs with the recommendations of the Regional Police Department.


STONE CHURCH ROAD WEST
HAMILTON CITY LIMITS
AA
C
DE-3/S-836
G/S-836
CR2/S-959
C
USAJANE COURT
JUJEBETH DRIVE
R-4
KORDUN STREET
C
D/S-587
AA
H.E.P.C. of ONTARIO EASEMENT
TOWNSHIP OF ANCASTER
HAMILTON CITY LIMITS
AA
UPPER PARADISE ROAD
AA
H.E.P.C.

7(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE: 3-9.6
DEPT FILE: TEC-328-89

SUBJECT: Intersection of Mohawk Road and Mall Road
- Request for a School Traffic Officer

RECOMMENDATION:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Mohawk Road and Mall Road at this time.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

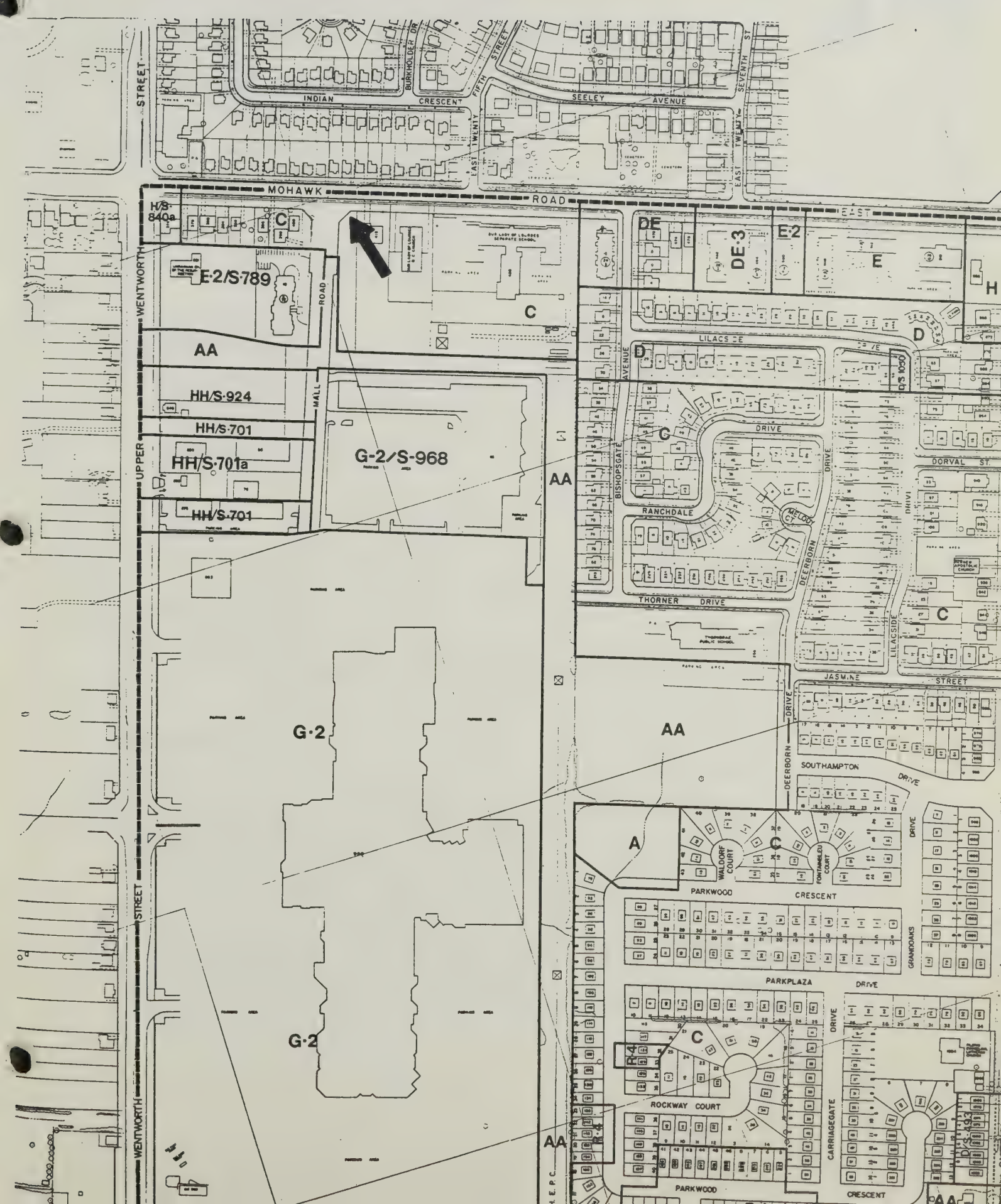
The 1990 cost of assigning a school traffic officer on a full-time basis to any intersection in the City is $6,563.00, and presently, there are no funds budgeted for additional school traffic officers.

BACKGROUND:

The Traffic Department has received a request from Alderman Henry Merling on behalf of Mrs. Laura McHugh, 9 Carousel Avenue, that a school traffic officer be assigned to the intersection of Mohawk and Mall. The subject intersection is a "T" type intersection, and presently, northbound traffic on Mall is required to stop for eastbound and westbound traffic on Mohawk. The intersection of Mohawk and Mall has been operating very safely insofar as pedestrians are concerned since there has not been a pedestrian collision at this intersection in at least the last ten years. However, in accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1989 November 14th and 15th, and observed a total of 72 crossing movements by elementary school children on Mall during the three school crossing periods which consisted of approximately three hours. No children were observed crossing Mohawk Road. The Regional Police have concluded, in part, that although traffic on Mall Road is frequently queued up, the stop sign at Mohawk Road creates adequate gaps for the children to cross. The Regional Police also observed that "drivers gave the children the

right-of-way in the crosswalks, and vehicular and pedestrian traffic proceeded smoothly." Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time. The Traffic Department concurs with this recommendation.


MOHAWK ROAD
EAST
INDIAN CRESCENT
SEELEY AVENUE
BURKHOLDER DR
FIFTH STREET
SEVENTH ST
EAST TWENTY
STREET
WENTWORTH
UPPER
MALL
ROAD
HH/S-840a
E-2/S-789
HH/S-924
HH/S-701
HH/S-701a
HH/S-701
G-2/S-968
G-2
G-2
AA
C
DE
DE-3
E-2
E
H
D
D/S 1050
LILACS DE
AVENUE
BISHOPSGATE
DRIVE
RANCHDALE
MELODY CT.
DEERBORN
THORNER DRIVE
DORVAL ST.
LILACSIDE
JASMINE
STREET
SOUTHAMPTON
DRIVE
A
WALDORF COURT
PONTARLIER COURT
PARKWOOD
CRESCENT
GRANDOAKS
PARKPLAZA
R4
ROCKWAY COURT
CARRIAGEGATE
D/S 1032

TABLED FROM THE DECEMBER 04, 1989 MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

FOR ACTION

8(91)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 17
COMM FILE: 3-9.2
DEPT FILE: TEC-301-89

SUBJECT: Agnes Street between Argyle Avenue and Campbell Avenue
- Parking Regulations

RECOMMENDATION:

a) That the existing alternate side parking regulation on Agnes Street between Argyle Avenue and Campbell Avenue be removed; and

b) That parking be prohibited on the east side of Agnes Street between Argyle and Campbell Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

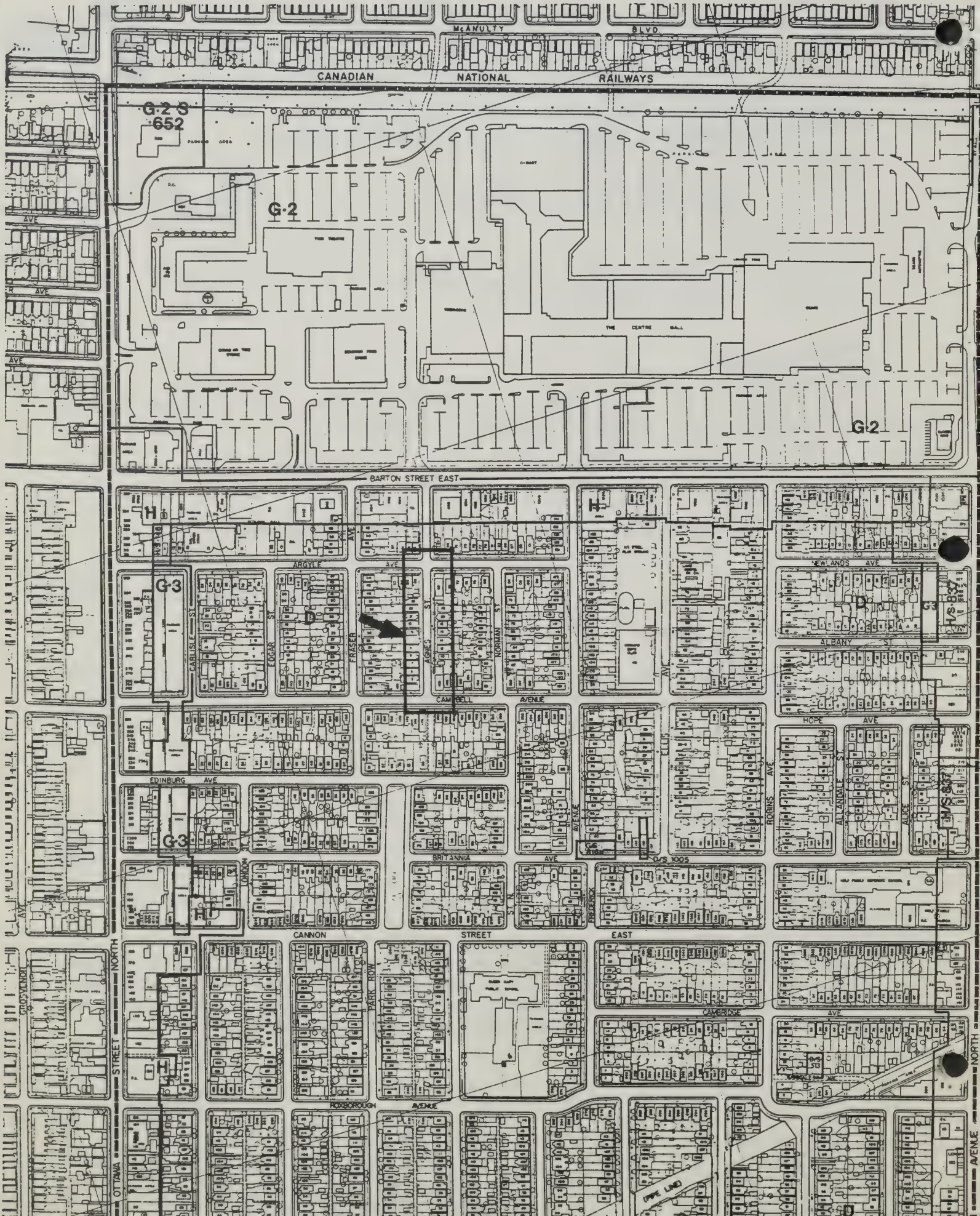
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition which was signed by representatives of 16 of the 21, one, two and three family dwellings abutting Agnes between Argyle and Campbell, requesting that the existing alternate side parking regulation be removed and replaced with a full-time parking prohibition on the east side and unrestricted parking on the west side in order to maximize the number of legal on-street parking spaces. All 16 residents who signed the petition are in favour of these proposed changes.

An investigation has confirmed that there are five more parking spaces on the east side than there are on the west side of Agnes in the block. Therefore, since 76% of the abutting residents support the proposed changes to the existing parking regulations, the Traffic Department concurs with the request.


McANULTY BLVD
CANADIAN NATIONAL RAILWAYS
G-2 S
652
G-2
G-2
BARTON STREET EAST
G-3
G-3
H
H
H
D
D
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
EDINBURG AVE
BRITANNIA AVE
CANNON STREET EAST
KEW LANDS AVE
ALBANY ST
HOPE AVE
ALEXANDRA AVE
ALICE ST
ROBINS AVE
FREDERICK AVENUE
CAVERIDGE AVE
ROXBOROUGH AVENUE
PARK ROW
GROSVENOR AVE
OTTAWA STREET NORTH
OVS 1005
H/S 837
H/S 837
H/S 833
LANE LAND
AVENUE NORTH

TABLED FROM THE NOVEMBER 20, 1989 MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

FOR ACTION

8 (6)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 October 13
COMM FILE: 3-9.2
DEPT FILE: TEC-246-89

SUBJECT: Mahoney Avenue between Parkdale Avenue North and Adeline Avenue - Parking Regulations.

RECOMMENDATION:

a) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Mahoney Avenue between Parkdale Avenue North and Adeline Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

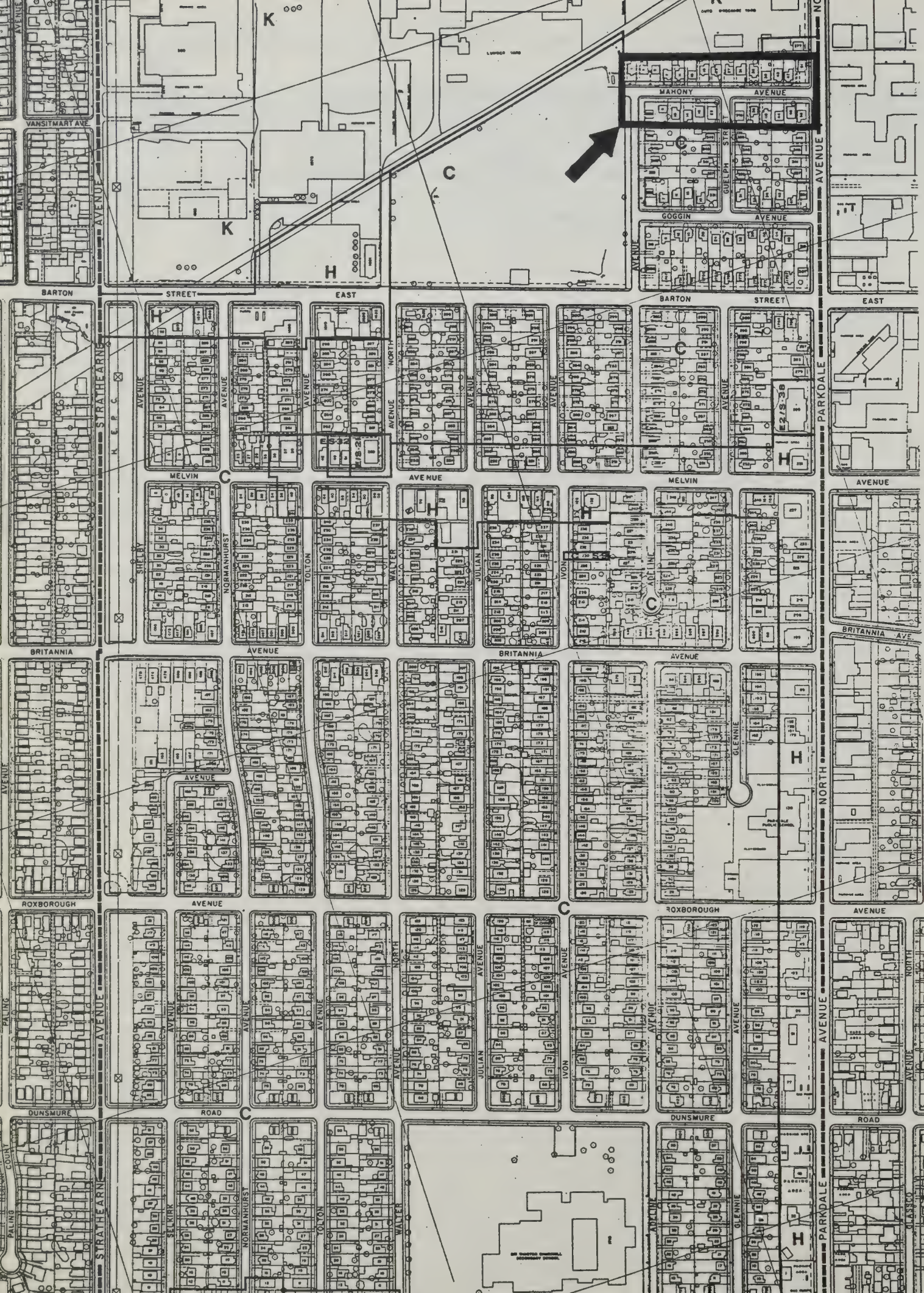
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1989 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 19 of the 27 abutting residential properties requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on Mahoney Avenue between Parkdale and Adeline because of long-term parking by employees of the nearby auto dealerships. Eighteen of the residents are in favour of the requested regulation and one is opposed. Alderman David Christopherson has also received a copy of the petition.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since approximately 67 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.


MAHONY AVENUE
GOGGIN AVENUE
BARTON STREET EAST
MELVIN AVENUE
BRITANNIA AVENUE
ROXBOROUGH AVENUE
DUNSMURE ROAD
STRATHEARN AVENUE
PARKDALE AVENUE NORTH
VANSITMART AVE
PALING AVENUE
SHELBY AVENUE
NORMANHURST AVENUE
TOLTON AVENUE
WALKER AVENUE
JULIAN AVENUE
IVON AVENUE
ADELINE AVENUE
GLENNIE AVENUE
SELKIRK AVENUE
GUELPH STR
H.E.P.C.
K
H
C
E2/S-38

FOR ACTION

8 ac)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 29
COMM FILE: 3-9.2
DEPT FILE: TEC-316-89

SUBJECT: Undercliffe Avenue between Aberdeen Avenue and Inglewood Drive - parking regulations.

RECOMMENDATION:

a) That a "No Parking, 9:00 a.m. - 5:00 p.m., Monday - Friday" regulation be implemented on the east side of Undercliffe Avenue between Aberdeen Avenue and Inglewood Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

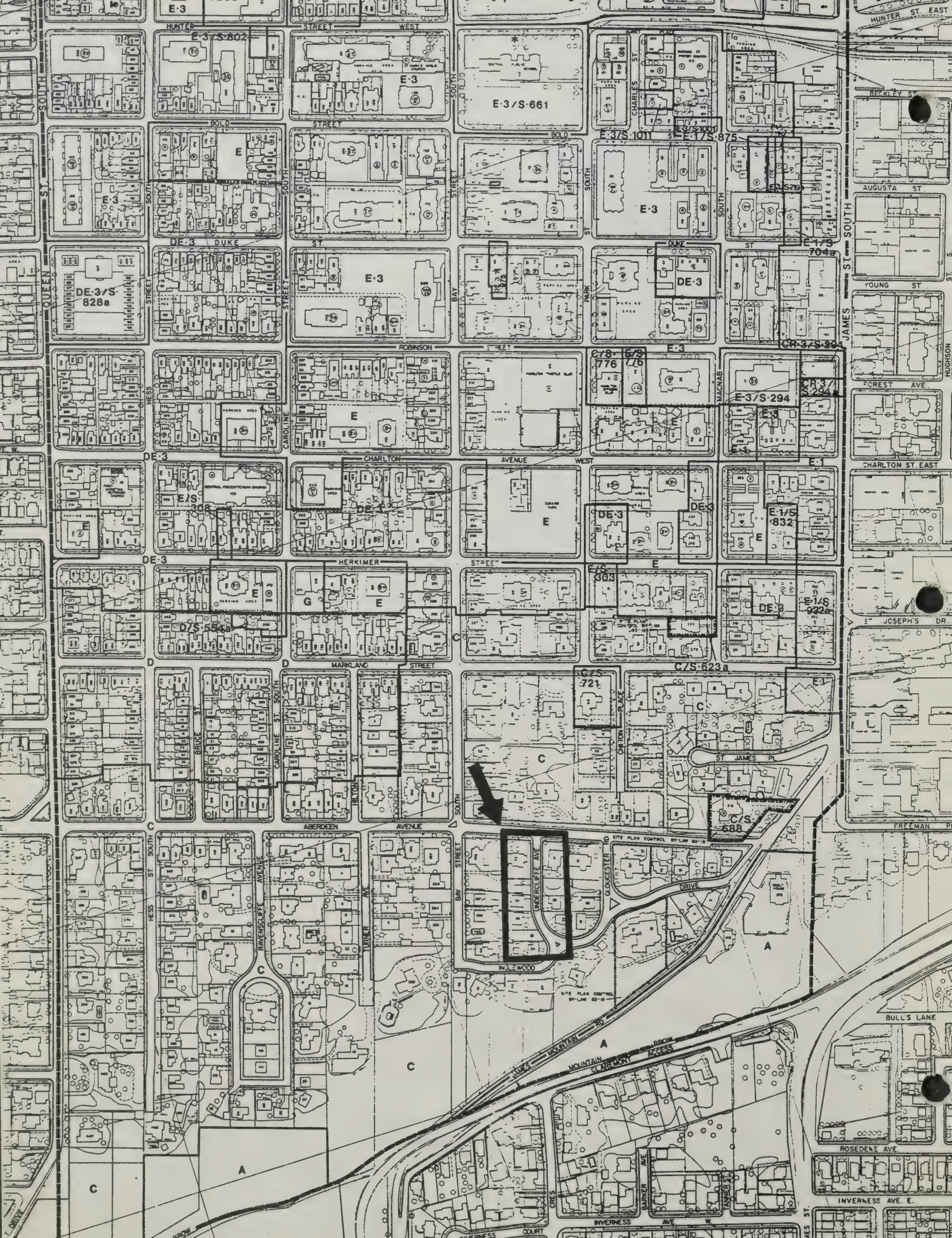
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the costs of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the seven of the one, two and three family dwellings on Undercliffe Avenue in the block between Aberdeen Avenue and Inglewood Drive, requesting that a "No Parking, 9:00 a.m. - 5:00 p.m., Monday - Friday" regulation be implemented on the east side of the street. All of the residents who signed the petition support the request. Presently, there is unrestricted free parking on both sides of Undercliffe Avenue which has a 24 foot pavement width in this area.

The implementation of the requested regulation would eliminate parking on the east side of Undercliffe between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday. The Traffic Department supports the principal of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. All the residential properties on the street have off-street parking provided such that the requested parking prohibition should not create any parking difficulties for area residents. Therefore, since 86 percent of the abutting residents have indicated their support of the proposed "No Parking" regulation, the Traffic Department concurs with this request.


HUNTER STREET WEST
HUNTER ST. EAST
BECKLEY ST.
AUGUSTA ST.
YOUNG ST.
FOREST AVE.
CHARLTON ST. EAST
JOSEPH'S DR.
FREEMAN PL.
BULL'S LANE
ROSEDENE AVE.
INVERNESS AVE. E.
INVERNESS AVE. W.
INVERNESS COURT
BOLD STREET
DUKE ST.
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
QUEEN ST. SOUTH
JAMES ST. SOUTH
HESS ST. SOUTH
BAY ST. SOUTH
CAROLINE ST. SOUTH
BRUCE ST.
HILTON ST.
PARK ST. SOUTH
MACNAB ST. SOUTH
CHARLES ST.
GLOUCESTER RD.
CHILTON PLACE
ST. JAMES PL.
RAVENSCLIFFE AVENUE
TURNER AVE.
UNDERCLIFFE AVE.
KING'S MOUNTAIN RD.
MOUNTAIN BROW
CLAREMONT ACCESS
BARNER AVE.
LANGER AVE.
INVERNESS CRES.
DRIVE
E-3/S-802
E-3/S-661
E-3/S-1011
E-1/S-875
E-1/S-704a
DE-3/S-828a
C/S-776
E/S-776
E-3/S-294
CR-3/S-284
E/S-308
E-1/S-832
E/S-383
E-1/S-932a
D/S-554a
C/S-623a
C/S-721
C/S-688
SITE PLAN CONTROL BY-LAW 80-18
SITE PLAN CONTROL BY-LAW 83-6

8(d)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE: 3-9.2
DEPT FILE: TEC-329-89

SUBJECT: Mars Avenue between Emerald Street and Wentworth Street
- Parking Regulations

RECOMMENDATION:

a) That the existing alternate side parking regulation on Mars Avenue between Emerald Street North and Wentworth Street North be removed; and

b) That parking be prohibited at all times on the north side and allowed at all times on the south side of Mars Avenue between Emerald Street North and Wentworth Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

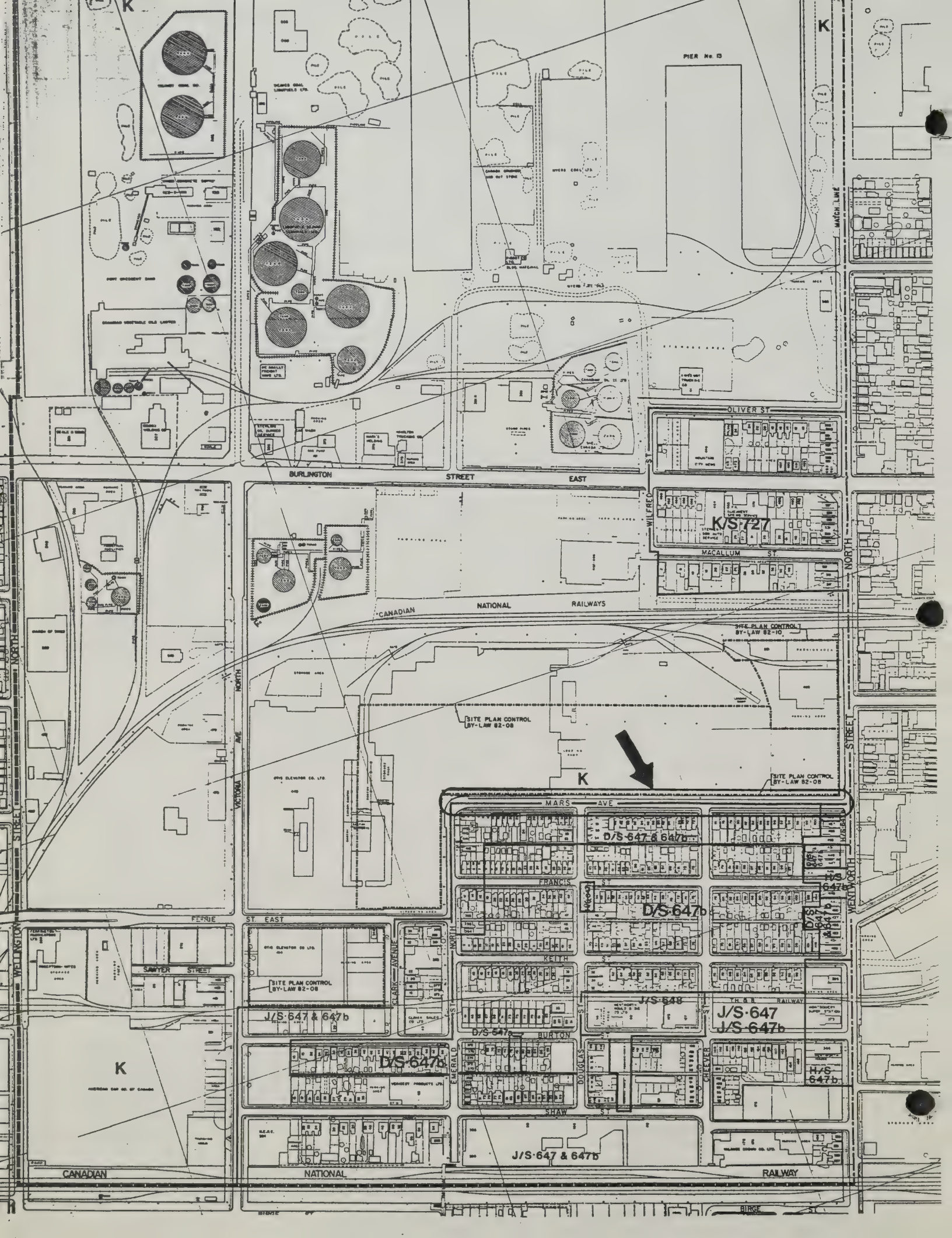
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition which was signed by representatives of 29 of the 50 one, two and three family dwellings abutting Mars between Emerald and Wentworth, requesting that the existing alternate side parking regulation be removed and that parking be prohibited at all times on the north side of the street. The Traffic Department has contacted an additional six residents, bringing the total number of residents contacted to 35 (70%). Two residents are opposed to any changes to the existing regulations, while 33 are in favour of the proposed regulation.

The north side of the street is abutted by industrial property, and the resident who circulated the petition has advised that the residents wish to be able to park on their own side of the street at all times. Therefore, since 66% of the abutting residents support the proposed regulation, the Traffic Department concurs with the request.


K
PIER No. 13
OLIVER ST
BURLINGTON STREET EAST
K/S-727
MACALLUM ST
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
FERRIE ST. EAST
SAWYER STREET
KEITH ST
J/S-647 & 647b
J/S-648
J/S-647
J/S-647b
D/S-647b
BURTON
H/S-647b
SHAW
J/S-647 & 647b
CANADIAN NATIONAL RAILWAY
WELLINGTON STREET NORTH
VICTORIA AVE NORTH
CLARK AVENUE NORTH
WENTWORTH STREET NORTH
WILFRED ST
EMERALD ST
DOUGLAS ST
CHEVER ST
T.H. & B. RAILWAY
BIRGE ST

8 (2)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE: 3-9.2
DEPT FILE: TEC-326-89

SUBJECT: Tyne Place - Parking Regulations

RECOMMENDATION:

a) That parking be prohibited on the east side of Tyne Place from end to end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition which is signed by representatives of six of the seven one, two and three family dwellings abutting Tyne Place, requesting that parking be prohibited on the east side of the street. Tyne Place is a short semi-circular street which intersects with Columbia Drive at two points. Presently, there is unrestricted free parking on both sides of Tyne Place which has a 28 foot pavement width.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this in order to facilitate driveway movements and the movement of traffic. The proposed parking prohibition should not create any parking problems, since all of the area residents have off-street parking. Therefore, since 86% of the abutting residents support the proposed regulation, the Traffic Department concurs with the request.


B
C
C
C
H/S-58
C/S-58
C/S-58
H
GARTH STREET
DELMAR DRIVE
LAURIER AVENUE
TYNE PL.
EMMING CT.
GENEVA DRIVE
BENDAMERE AVENUE
ELMWOOD AVENUE
HUDSON DRIVE
VERONA PLACE
COLUMBIA DRIVE
STACEY AVENUE
LEADALE PLACE
MARQUIS AVENUE
SANATORIUM ROAD
WESTAWAY PLACE
WEST 16TH STREET
WEST 17TH STREET
WEST 18TH STREET
WEST 19TH STREET
WEST 20TH STREET
SILVERCREST DRIVE
WESTMOUNT DRIVE
LYNBROOK DRIVE
SOUTHLEA DRIVE
MILLBANK PL.
WESTSIDE PL.
BRIARWOOD CR.
BRIARWOOD CRESCENT
DAYTONA CR.
CAMBRIA CT.

8(-5)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.2
DEPT FILE: TEC-07-90

SUBJECT: Sunninghill Avenue between Rendell Boulevard and Upper Ottawa Street-Parking Regulations

RECOMMENDATION:

a) That parking be prohibited on the north side of Sunninghill Avenue between Rendell Boulevard and Upper Ottawa Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A.

BACKGROUND:

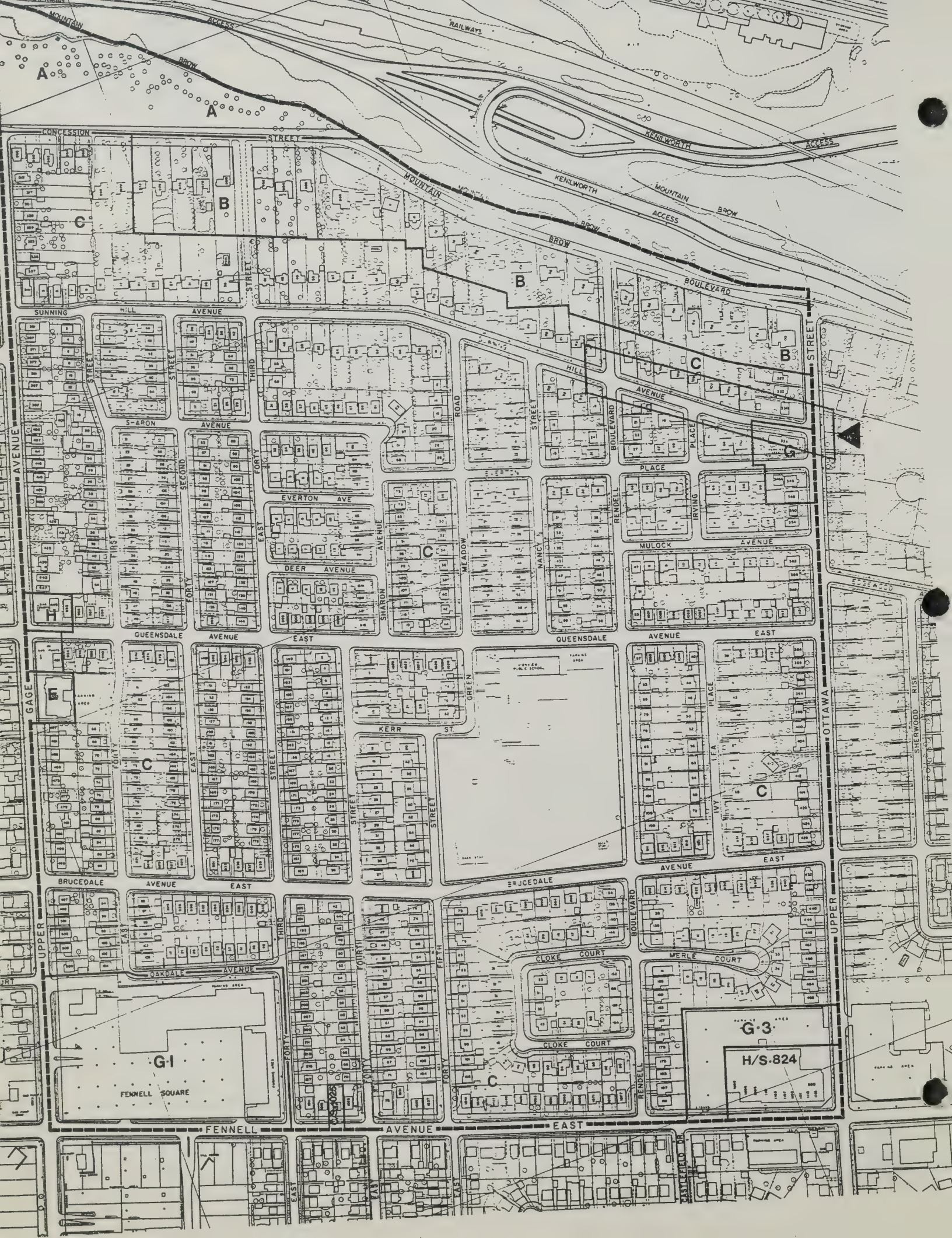
Recently, Alderman John Smith requested that the Traffic Department poll the eleven residents abutting Sunninghill between Rendell and Upper Ottawa to determine if a majority of the residents would be in favour of retaining the parking prohibition on the north side of Sunninghill which was implemented on a temporary basis by order of the Chief of Police to facilitate traffic movement on Sunninghill during the road construction on Mountain Brow Boulevard. Presently, there is a parking prohibition on the north side and there is unrestricted free parking on the south side of Sunninghill in this area. The results of this survey are as follows:

- 6 in favour of retaining the parking prohibition on the north side.

- 4 opposed to a parking prohibition on the north side.

- 1 no reply.

The results of this survey indicate that 55% of the abutting residents wish to retain the parking prohibition on a full-time basis. Therefore, the Traffic Department recommends that the parking prohibition be retained and Alderman John Smith has advised that he supports the recommendation.


MOUNTAIN BROW ACCESS
RAILWAY
KENILWORTH ACCESS
CONCESSION STREET
SUNNING HILL AVENUE
S-ARON AVENUE
EVERTON AVE
DEER AVENUE
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
OAKDALE AVENUE
FENNELL AVENUE EAST
MULOCK AVENUE
KERR ST.
CLOKE COURT
MERLE COURT
BOULEVARD
PLACE
ROAD
STREET
GAGE AVENUE
UPPER OTTAWA
SHERWOOD RISE
FENNELL SQUARE
G-1
G-3
H/S-824
A
B
C
G
H

8(9)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 12
COMM FILE: 3-9.2
DEPT FILE: TEC-12-90

SUBJECT: East 35th Street between Concession Street and the northerly limit - parking regulations.

RECOMMENDATION:

a) That parking be prohibited between 10:00 a.m. and 2:00 p.m., Monday to Friday, on the west side of East 35th Street between Concession Street and the northerly limit; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman John Smith has asked the Traffic Department to survey the residents of East 35th Street between Concession Street and the northerly limit to determine whether or not a majority would be in favour of having a "No Parking, 10:00 a.m. to 2:00 p.m., Monday to Friday" regulation implemented on the west side of the street to eliminate long-term parking associated with the Henderson Hospital and to increase the availability of parking spaces for residents. Presently, there is unrestricted parking on the west side and "No Parking" on the east side of East 35th Street in this area.

The Traffic Department would consider a parking prohibition on both sides of this local residential street to be over-restrictive and unnecessary. However, since 75 percent of the abutting residents are in favour of the proposed regulation, and since all residents have off-street parking, the Traffic Department concurs with the request.


MOUNTAIN BROW PARK
A AVENUE
MOUNTAIN BROW
ST. JOSEPHS
MOUNTAIN PARK AVENUE DRIVE
CONCESSION
STREET
LOMOND PLACE
A MOUNTAIN DRIVE PARK
AUDREY STREET
SHERMAN AVENUE
CROCKETT STREET
RUSSELL STREET
UPPER SHERMAN AVENUE
MUNN STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
PATRICIA PL
BURNS PL
COURT
VIRGINIA
BOLAN COURT
GAGE AVENUE
FENNELL AVENUE EAST
H/S 534-234
H/S-585
G-3
G-2
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
NINTH STREET
THIRTY EAST

8 (h)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 29
COMM FILE: 3-9.2
DEPT FILE: TEC-317-89

SUBJECT: Inglewood Drive between Bay Street South and Undercliffe Avenue - parking regulations.

RECOMMENDATION:

a) That a "No Parking, 9:00 a.m. - 4:00 p.m., Monday - Friday" regulation be implemented on the north side of Inglewood Drive between Bay Street South and Undercliffe Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

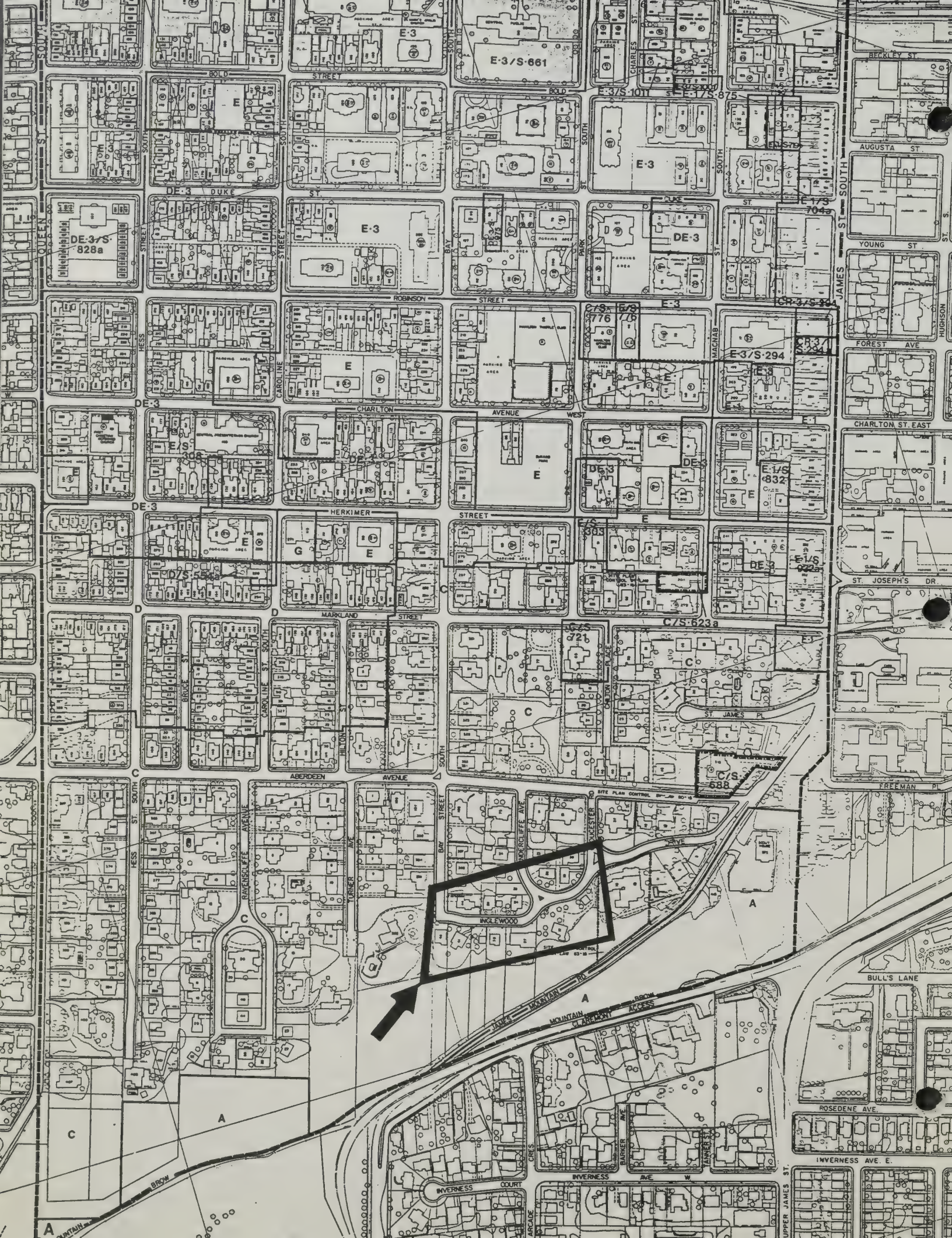
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department Operating Budget Estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the seven one, two and three family dwellings on Inglewood Drive in the block between Bay Street South and Undercliffe Avenue requesting that a "No Parking, 9:00 a.m. - 4:00 p.m. Monday - Friday" regulation be implemented on the north side of the street in the two blocks between Bay Street and Gloucester Road. All of the residents who signed the petition support the request and the Traffic Department has been able to contact two of the three residents in the block between Undercliffe and Gloucester, who also concur with the requested regulation. Presently, there is unrestricted free parking on both sides of Inglewood Drive which has a 24 foot pavement width in this area.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. All the residential properties on the street have off-street parking provided such that the proposed regulation will not create any parking problems. Therefore, since 78 percent of the abutting residents have indicated their support of the proposed "No Parking" regulation, the Traffic Department concurs with this request.


E-3
E-3/S-661
E-3/S-1011
E-3/S-875
E-1/S-704a
DE-3/S-828a
DE-3
E-3/S-294
CR-3/S-776
E-1/S-832
E-1/S-308
C/S-558a
C/S-623a
C/S-721
C/S-688
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
BECKLEY ST.
AUGUSTA ST.
YOUNG ST.
FOREST AVE
CHARLTON ST. EAST
ST. JOSEPH'S DR.
FREEMAN PL.
ST. JAMES PL.
BULL'S LANE
ROSEDENE AVE.
INVERNESS AVE. E.
INVERNESS AVE. W
INVERNESS COURT
INGLEWOOD
JAMES MOUNTAIN ROAD
CLAREMONT ACCESS
QUEEN ST. SOUTH
JAMES ST. SOUTH
HESS ST. SOUTH
CAROLINE ST. SOUTH
BAY STREET
PARK ST.
MACNAB ST.
HUGHSON ST.
BRUCE ST.
HILTON PL.
CHARLTON PLACE
RAVENSCLIFFE AVENUE
TURNER AVE.
GLOUCESTER AVE.
BARNER AVE.
TANNER ST.
UPPER JAMES ST.
ARCADE
CRES.
SITE PLAN CONTROL
A
C
D
E
G

8(i)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 16
COMM FILE:
DEPT FILE: TEC-16-90

SUBJECT:

East 32nd Street between Crockett and Munn Streets - Parking Regulations.

RECOMMENDATIONS:

(a) That the decision of whether or not to implement a "One Hour Parking Time Limit, 7:00 am to 4:00 pm, Monday to Friday" regulation on East 32nd Street between Crockett and Munn Streets in combination with the existing "Alternate Side Parking" regulation be made after hearing submissions from residents of this block.

Murray F. Main

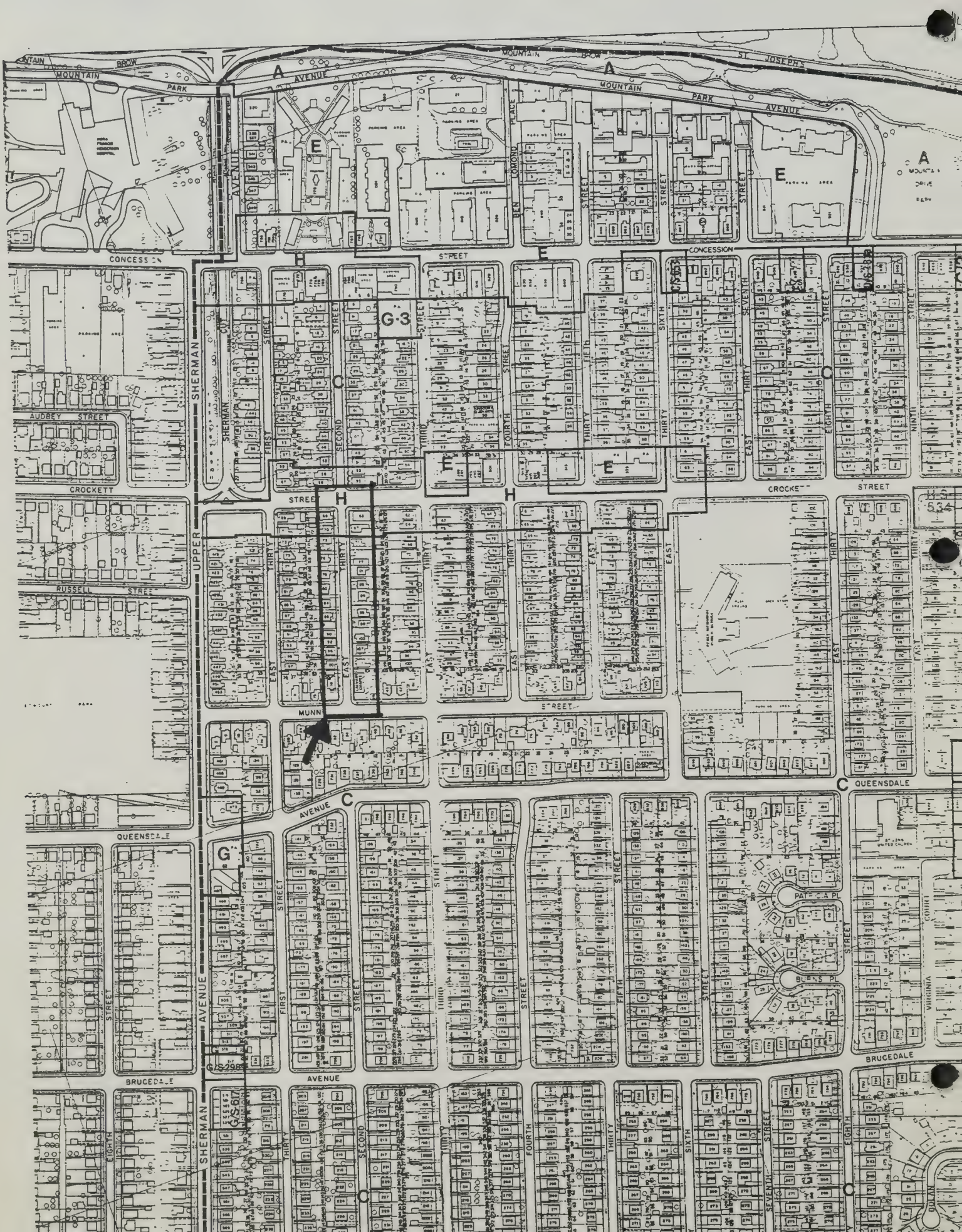
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

At the request of Alderman Tom Jackson, the Traffic Department recently sent out questionnaires to the residents of East 32nd Street between Crockett and Munn Streets to determine if a majority would support the implementation of a parking time limit regulation on this section of street to eliminate long-term non-resident parking associated with the Henderson Hospital.

Of the 26 abutting residential properties, only 15 questionnaires have been returned from the two questionnaires which were sent out, and 11 of these residents (42%) support the implementation of a parking time limit and 4 are opposed. Therefore, it appears that a majority of the abutting residents do not support a parking time limit on East 32nd between Crockett and Munn at this time. This is a matter of local interest which should normally be resolved in accordance with the wishes of a majority of the residents in this block. However, since Alderman Jackson wishes to support the petition, it would be appropriate for the Committee to hear submissions by residents to assist with a decision.


MOUNTAIN BROW
MOUNTAIN PARK AVENUE
ST. JOSEPH'S
A AVENUE
BEN LOMOND PLACE
CONCESSION
SHERMAN AVENUE
UPPER SHERMAN
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
MUNN AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
PATRICIA PL
BURNS PL
QUINN
VIRGINIA
G-3
G-5
G-S297
G-S67
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
NINTH STREET
THIRTY STREET
THIRTY EAST STREET

8(j)

FOR ACTION

REPORT TO:
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 17
COMM FILE:
DEPT FILE: TEC-09-90

SUBJECT:

Margaret Street between King and Main Streets - Parking Regulations

RECOMMENDATIONS:

(a) That the Committee consider the change from permit parking to a Three Hour Time Limit on both sides of Margaret Street from King to Main Streets, after hearing the submission of Alderman Terry Cooke; and

(b) That the Director of Traffic Services review the feasibility of altering the parking regulations on the east side of Margaret Street between King and Main Streets to allow additional parking between some of the driveway approaches.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

Alderman Terry Cooke has asked the Traffic Department to report to the Committee respecting three specific matters associated with the parking regulations on Margaret Street. The Traffic Department has investigated these matters, and has the following report.

1. Alderman Cooke wishes to initiate the replacement of the existing permit parking regulation with a "3 hour parking time limit" regulation to be in effect 24 hours a day, 7 days a week.

The permit parking regulation on Margaret Street was implemented in 1986, as a result of complaints regarding long-term non-resident parking by persons travelling to Toronto on the GO bus and by employees of an industrial establishment and a nursing home on the street. A public meeting was held and the residents of the single family homes on the west side were in general agreement that a permit parking regulation should be implemented. Virtually all

of these residents have off-street parking accessible only from a rear alley. Residents of the townhouses on the east side of the street have garages with parking in front and were generally not in disagreement. These townhouse residents were also inconvenienced by non-residents parking for long periods in small parking spaces thereby overhanging driveway approaches and obstructing vehicular access. Therefore, since both Ward Aldermen supported the regulation, the Committee and subsequently the City Council on 1986 June 25, approved the implementation of a permit parking regulation on the west side of Margaret and on the east side where spaces of sufficient size were available.

Earlier this year, Alderman Cooke forwarded to the Traffic Department a petition to remove the permit parking regulation which was signed by representatives of 20 of the 23 townhouses on the east side of Margaret. All of the townhouses have off-street parking, and the residents are not eligible for parking permits since the By-law permits the issuance of permits only to residents of one, two and three family homes and not to residents of multiple dwellings. The residents of the 19 one, two and three family dwellings on the west side are not represented on this petition. Virtually all of the residents on the west side have off-street parking, and 26 parking permits have been issued to residents of the single family homes on the west side of the street. Since the off-street parking is accessible only from a rear alley, access could be difficult at times during winter months. Thus, residents on both sides of the street appear to be equally effected, although the petition to remove the regulation was signed by representatives of a total of only 20 of the 42 homes on the street. Therefore, the Traffic Department would recommend that the opinions of the residents on the west side also be considered.

It is therefore concluded that a time limit regulation would be more equitable than the present permit parking regulation and would also allow visitor parking for both sides of the street.

2. Alderman Cooke has asked the Traffic Department to investigate the possibility of allowing residents of the townhouses to purchase permits to exempt their vehicles from the proposed 3-hour parking time limit.

The parking time limit regulation is generally utilized in order to eliminate non-resident long-term parking and to increase the availability of on-street parking for residents.

In the case of townhouses, off-street parking is generally provided in accordance with the current zoning by-law requirements of 1.25 parking spaces per dwelling unit such that there is generally sufficient off-street parking for residents and in some cases, for visitors, and it would be a matter of convenience rather than necessity to also provide long-term parking on the street for these residents. Implementing convenient parking on the street in front of townhouse developments would mean that visitors and non-residents would likely park in other areas on the street in front of someone else's homes, while the off-street parking areas for the townhouses would be under-utilized. In the case of Margaret, all of the townhouse units have garages and at least one off-street parking space in front of the garage.

For the above reasons, the traffic by-law specifies that permits may be issued only to residents of one, two or three family homes, and since townhouses are "multiple dwellings" the by-law does not permit the issuance of permits to

residents of townhouses or other multiple dwellings. While this is a general rule under the By-law, it is concluded that this is also appropriate on Margaret Street since the townhouses have off-street parking which is directly accessible from Margaret Street, and such is not the case for the dwellings on the west side of the street.

3. Alderman Cooke has asked the Traffic Department to investigate the feasibility of providing additional on-street parking spaces.

The west side of Margaret Street is generally occupied by single family homes and the townhouses are on the east side of the street. There are some permit parking spaces on the east side, but virtually all of the east side of the street is signed "No Stopping" across the frontage of the townhouses. In the past, when there was unrestricted parking on the street, the townhouse residents frequently complained that they were inconvenienced when parked vehicles were left at inadequately sized spaces, thereby overhanging their driveway approaches and making entering and exiting these driveways difficult. Parking is presently permitted on the east side where space permits, but all of the inadequate areas between the townhouse driveways are signed "No Stopping". Thus, it is apparent that parking is presently permitted in all areas in the block where parking could occur without re-introducing the problem of driveway blockage. However, the Traffic Department has agreed to look into this matter in further detail and report back to the Committee at a later date if necessary.


H/S-481
H/S-630
H/S-745
D/S-450
A/S-450
H/S-481
SITE PLAN CONTROL BY-LAW 80-013
H/S-555
H/S-700a&b
H/S-745
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-013
H/S-745
E/S-481c
H/S-520a
H/S-481
E/S-481
BOULEVARD
H/S-745
H/S-481
SITE PLAN CONTROL BY-LAW 80-013
H/S-520a
E/S-3/S-138
D/S-450 & S-1043
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
A/S-450
E/S-3/S-386
H/S-745
H/S-831
H/S-481
E/S-450
D/S-450
E-3/S-33
DEVONPORT
NORTH
STREET
INCHBURY
STREET
AVENUE
FLORENCE
STREET
NORTH
PETER
STREET
NAPIER
STREET
LOCKE
STREET
STRATHCONA
AVENUE
MOREAUX
STREET
STRATHCONA PUBLIC SCHOOL
WELLESLEY
STREET
MORDEN
STREET
PEARL
STREET
MARKET
KING
STREET
WEST
EDISON ST.
MARGARET
AVENUE
HENRY ST.
NELSON
STREET
GEORGE
STREET
H/S-885
H/S-935
D/S-614
MAIN
STREET
WEST
A
H
D
E
J
CR-2
G-3

9 (91

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.5
DEPT FILE: TEC-02-90

SUBJECT: 232 Caroline Street South - Application for Commercial Boulevard Parking

RECOMMENDATION:

That the application by 217394 Ontario Inc. (McIntyre Electric Ltd.), 232 Caroline Street South, to lease a portion of the boulevard of Caroline Street South be approved, provided that:

(i) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

(ii) The owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(iii) The owner pays a one time $150.00 processing fee, as approved by the City Council on 1988 January 12.

(iv) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(v) The parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(vi) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Revenue from the leasing of this boulevard would be $100.00 per year.

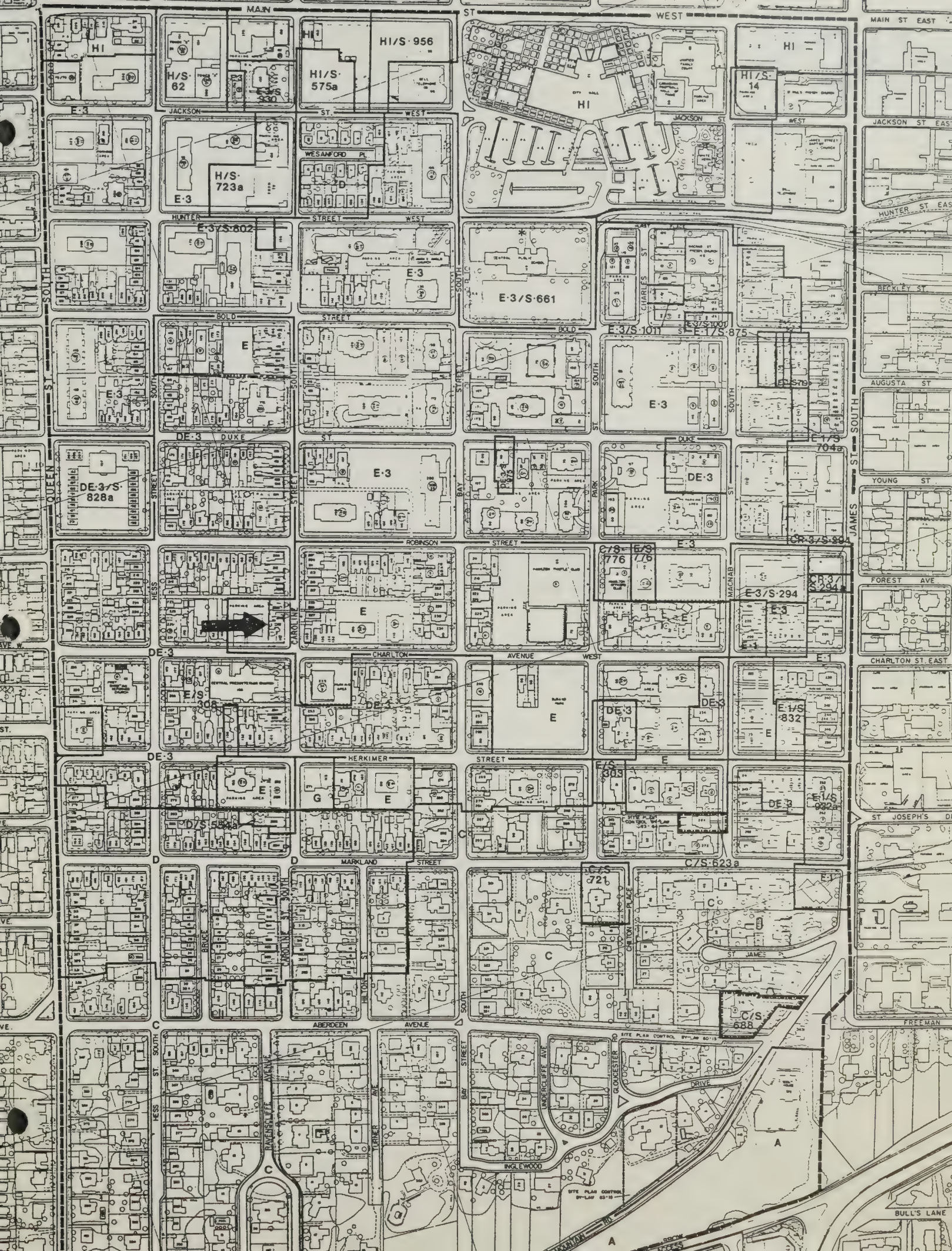
BACKGROUND:

217394 Ontario Inc., 232 Caroline Street South, has applied for permission to lease a portion of the road allowance of Caroline Street South adjacent to No. 232 Caroline Street South to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $285.00 which represents the first annual leasing fee ($100.00) and encroachment insurance charge ($10.00) as well as the one time registration fee ($25.00) and the one time processing fee ($150.00).

cc: Mr. P. Hooker
Acting City Solicitor


MAIN ST WEST
MAIN ST EAST
HI
HI/S-956
H/S-62
HI/S-575a
E-3
JACKSON ST. WEST
JACKSON ST EAST
WESANFORD PL
H/S-723a
HUNTER STREET WEST
HUNTER ST EAST
E-3/S-802
E-3/S-661
BECKLEY ST
BOLD STREET
E-3/S-1011
E-1/S-875
AUGUSTA ST
DE-3
DUKE ST.
DE-3/S-828a
E-1/S-704a
YOUNG ST
ROBINSON STREET
C/S-776
E-3/S-294
CR-3/S-294
FOREST AVE
CHARLTON AVENUE WEST
CHARLTON ST. EAST
E/S-308
E-1/S-832
HERKIMER STREET
D/S-588a
E/S-308
E-1/S-832a
ST JOSEPH'S
MARKLAND STREET
C/S-623a
C/S-721
ST JAMES
C/S-688
ABERDEEN AVENUE
FREEMAN
INGLEWOOD
DRIVE
BULL'S LANE
QUEEN ST SOUTH
JAMES ST SOUTH
HESS ST SOUTH
BAY STREET
CAROLINE ST SOUTH
BRUCE ST
HILTON AVE
RAVENSCLIFFE AVENUE
TURNER AVE
CARLTON PLACE
GLOUCESTER RD
UNDERCLIFFE AVE
MACNAB
CHARLES ST
PARK

9(b)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 18
COMM FILE:
DEPT FILE: TEC-331-89

SUBJECT: No. 132 Young Street - discharge of residential boulevard parking agreement.

RECOMMENDATION:

a) That the existing residential boulevard parking agreement between the City and Frank Murphy, registered as Instrument No. 289893 C.D. to the property at No. 132 Young Street be discharged, at the property owners expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

c) That the City Treasurer be directed to revise the billing records accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

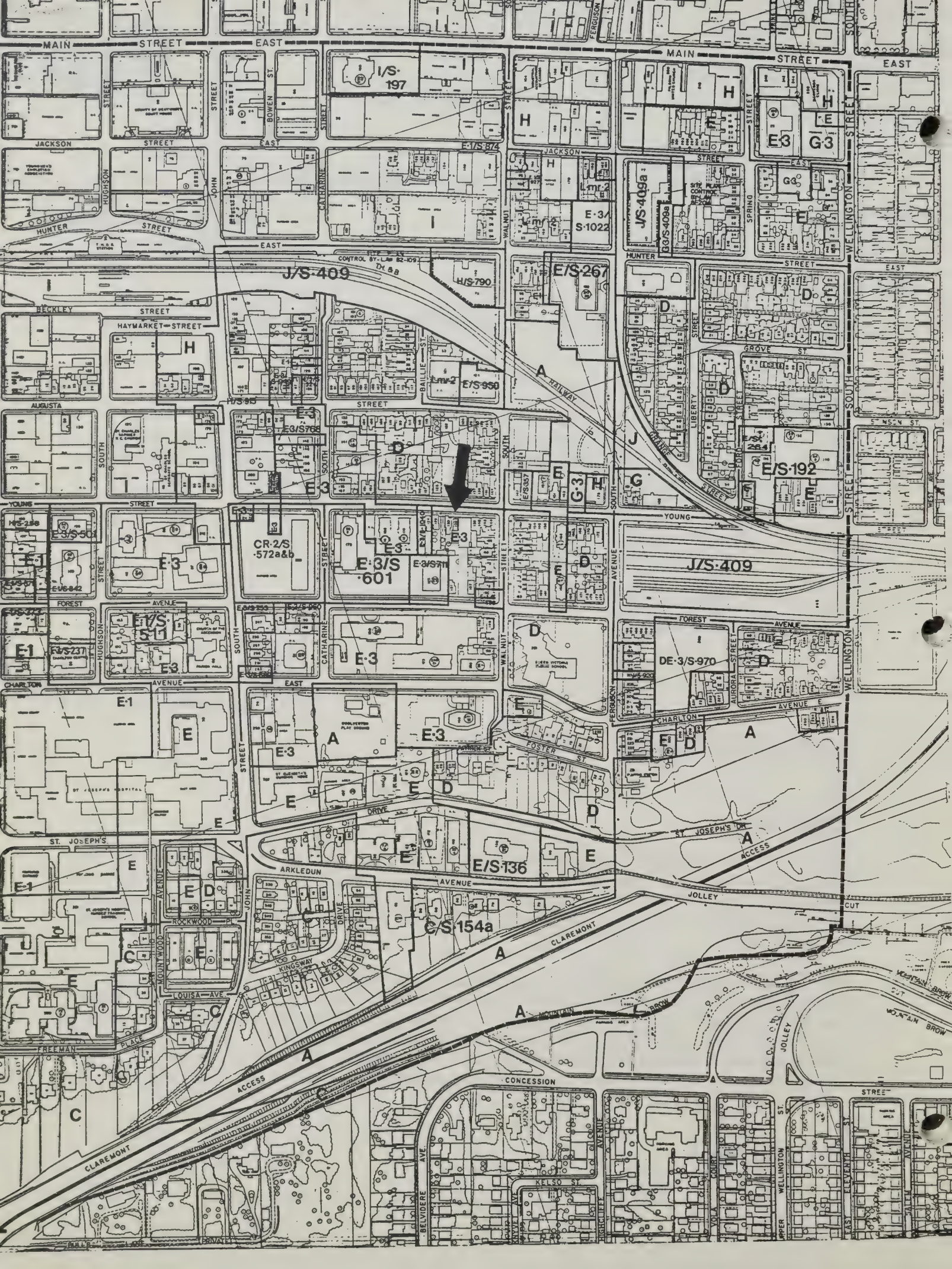
N/A

BACKGROUND:

In 1984, the Traffic Department approved an application by the owner of the property at No. 132 Young Street to allow one vehicle to be partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the land registry office by the owner of the property on 1984 August 16.

This property has since been sold, and the new owner has written to the Traffic Department and requested that the agreement be discharged, since this building has been changed from a residential to a commercial property for which off-street parking will be provided in the side-yard. The owner will be required to remove the existing driveway approach ramp upon approval of the new ramp for the side-yard parking. Therefore, the Traffic Department concurs with the request.

cc: Mr. Hooker
City Solicitor


MAIN STREET EAST
I/S-197
E-1/S-874
J/S-409
E/S-267
H/S-790
E/S-950
E3/S-768
E3/S-501
CR-2/S-572a&b
E-3/S-601
E-3/S-711
E/S-192
J/S-409a
E3/S-408a
E-3/S-1022
DE-3/S-970
E/S-136
C/S-154a
E1/S-511
E1/S-237
E/S-264
E/S-357
E/S-842
E/S-272
E/S-273
E/S-253
E/S-250
E/S-208
E/S-207
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E/S-205
E/S-204
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E/S-9
E/S-8
E/S-7
E/S-6
E/S-5
E/S-4
E/S-3
E/S-2
E/S-1
JACKSON STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
WALNUT STREET
BOWEN ST.
HUNTER STREET
EAST
CONTROL BY-LAW 82-109
Dr. 88
BECKLEY STREET
HAYMARKET STREET
BAILLIE ST.
AUGUSTA STREET
SOUTH
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
EAST
FERGUSON AVENUE
AURORA STREET
FOSTER ST.
DRIVE
ST. JOSEPH'S
ARKLEDUN AVENUE
ROCKWOOD PL.
MOUNTWOOD
LOUISA AVE.
FREEMAN PLACE
KINGSWAY
CLAREMONT
ACCESS
JOLLEY CUT
MOUNTAIN BROW
CONCESSION STREET
RAILWAY
GRANGE
LIBERTY STREET
GROVE ST.
NASH ST.
WELLINGTON STREET
SPRING
BELVIDERE AVE.
KELSO ST.
WELLINGTON ST. UPPER
ELEVENTH AVENUE EAST
ST. JOSEPH'S DR.
ACCESS
A
B
C
D
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E-1
E-3
F
G
G-3
H
J
L
L-mr-2
I
I-mr-2
PRIVATE

9(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 29
COMM FILE:
DEPT FILE: TEC-315-89

SUBJECT:

East side of Ferguson Avenue North, north of King William Street - Relocation of existing Wheelchair Loading Zone.

RECOMMENDATIONS:

(a) That the existing "No Stopping, Wheelchair Loading Only" regulation on the east side of Ferguson Avenue commencing at a point 102 feet north of King William Street and extending to a point 47 feet northerly therefrom be relocated such that it commences at a point 53 feet north of King William Street and extends to a point 49 feet northerly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

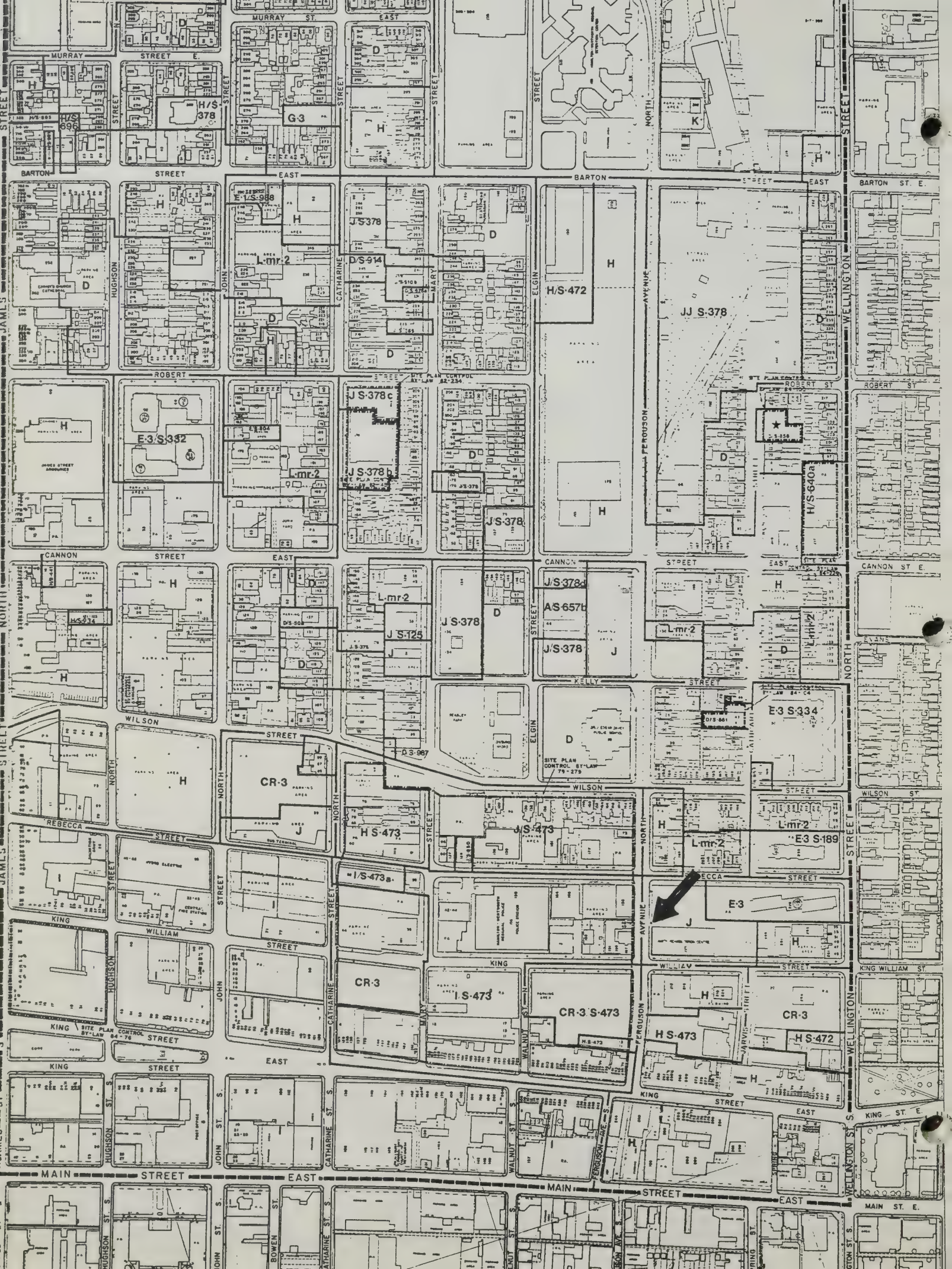
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. B. Brown, General Supervisor of Maintenance, Amity Goodwill Industries, that the existing wheelchair loading zone on the east side of Ferguson, north of King William, in front of this property be relocated. Amity has applied for a driveway approach ramp extension for their off-street parking area which will eliminate the existing wheelchair loading zone.

After discussing the matter with Mr. Brown, it has been concluded that the most suitable location would be directly south of the existing wheelchair loading zone. This relocation will necessitate the removal of two metered parking spaces directly in front of the Amity building. Casual observation have revealed that these spaces are never fully utilized. Therefore, the Traffic Department would not anticipate any parking problems resulting from the removal of these two spaces, and concurs with the request.


MURRAY STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
REBECCA STREET
KING STREET
MAIN STREET EAST
JAMES STREET NORTH
HUGHSON STREET S.
JOHN STREET S.
CATHARINE STREET S.
MARY STREET
ELGIN STREET
FERGUSON AVENUE N.
WALNUT STREET S.
WELLINGTON STREET
KELLY STREET
WILLIAM STREET
BOWEN ST.
H/S-378
G-3
H/S-988
L-mr-2
J/S-378
D/S-914
H/S-472
JJ S-378
E-3/S-332
J/S-378c
J/S-378b
H/S-640a
CR-3
J/S-378d
A/S-657b
J/S-125
E-3 S-334
D/S-967
H S-473
I/S-473
I/S-473a
L-mr-2
E-3 S-189
E-3
CR-3 S-473
H S-472
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-225
SITE PLAN CONTROL BY-LAW 76-

9(a)1

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 8
COMM FILE:
DEPT FILE: TEC-323-89

SUBJECT: North side of Homewood Avenue, east of Dundurn Street South - request for wheelchair loading zone.

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, 7 days a week" regulation be implemented on the north side of Homewood Avenue commencing at a point 350 feet east of Dundurn Street South and extending to a point 43 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

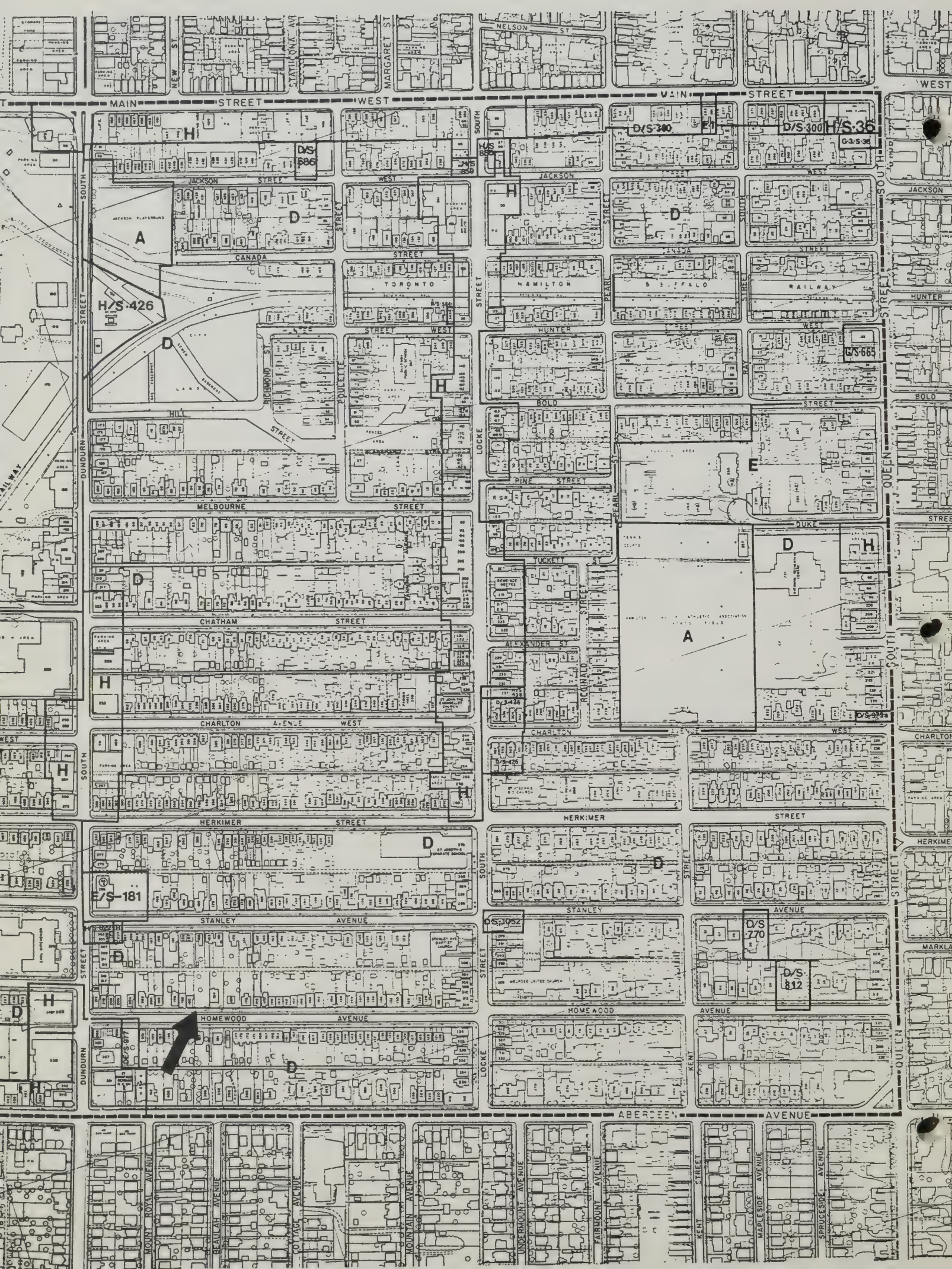
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The superintendent of the John Reesor Centre, 186 Homewood Avenue, has requested that a wheelchair loading zone be implemented in front of this establishment to allow the loading and unloading of handicapped individuals by Darts buses on the street directly in front of this six unit residential facility. The occupants of this building have severe head injuries and require frequent transportation to other health care facilities.

Presently, there is an "Alternate Side Parking" regulation on Homewood Avenue in this area such that parking is prohibited on the north side of the street during the winter months. The requested "No Stopping, Wheelchair Loading Only" regulation would result in the loss of only two on-street parking spaces directly in front of the applicants' property only for two weeks of each month from April to November. Thus, the proposed loading zone should not create any parking problems for other area residents. Therefore, the Traffic Department concurs with the request.


MAIN STREET WEST
JACKSON STREET
CANADA STREET
TORONTO STREET
HAMILTON STREET
BUFFALO STREET
RAILWAY STREET
HUNTER STREET
BOLD STREET
PINE STREET
DUKE STREET
TUCKETT ST
ALEXANDER ST
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
HILL STREET
RICHMOND ST
PARK STREET
DUNDURN STREET SOUTH
QUEEN STREET SOUTH
LOCKE STREET SOUTH
MACNAB STREET SOUTH
MARGARET ST
NELSON ST
NEW ST
STATHCONA AVE
RAILWAY
H/S-426
E/S-181
D/S-686
D/S-300
H/S-36
D/S-665
D/S-1052
D/S-770
D/S-812
D/S-977
D/S-426
D/S-425
A
D
E
H
MOUNT ROYAL AVENUE
BEACH ROAD AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
UNDERMOUNT AVENUE
FAIRMOUNT AVENUE
KENT STREET
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

9(e)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 8
COMM FILE:
DEPT FILE: TEC-322-89

SUBJECT: No. 28 Tiffany Street - request for reserved permit parking space for a handicapped resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Tiffany Street commencing 273 feet north of Barton Street West and extending to a point 24 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. B. Falletta, 28 Tiffany Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. B. Falletta, 28 Tiffany Street, that a reserved permit parking space be designated on the street in front of her home, since she is handicapped.

Tiffany Street has a 24 foot pavement width, and presently, parking is permitted on the east side and prohibited on the west side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mrs. Falletta possess's a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


STUART STREET
BARTON STREET WEST
WINDSOR STREET
SHEAFFE STREET
COLBOURNE STREET
MULBERRY STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER ST
MARKET STREET
KING STREET WEST
KING STREET
MURRAY ST. WEST
MCNEIL ST.
VINE STREET
WILSON ST
REBECCA ST
KING WILLIAM
KING ST. E.
ROBERT ST
QUEEN STREET NORTH
QUEEN STREET SOUTH
JAMES STREET NORTH
JAMES STREET SOUTH
CAROLINE STREET
BAY STREET
PARK
MACNAB
SEVERN STREET
TIFFANY STREET
GEORGE STREET
LANE
JJ/S-450
JJ/S-450a
O/S-699
O/S-910
O/S-45
H/S-745
H/S-481
H/S-745
H/S-771
H/S-762
H/S-776
H/S-766
H/S-479
H/S-731
H/S-436
H/S-523
H/S-663
G-3/S-277
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
CR-3
L-C
E-3
E-3/S-545
E-3/S-499
I/S-532
I/S-532a
H1/S-1003
H1
H2

9(f)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 15
COMM FILE:
DEPT FILE: TEC-14-90

SUBJECT: No. 337 Herkimer Street - request for reserved permit parking space for a handicapped resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Herkimer Street commencing at a point 643 feet west of Locke Street South and extending to a point 23 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Stan Thompson, 337 Herkimer Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

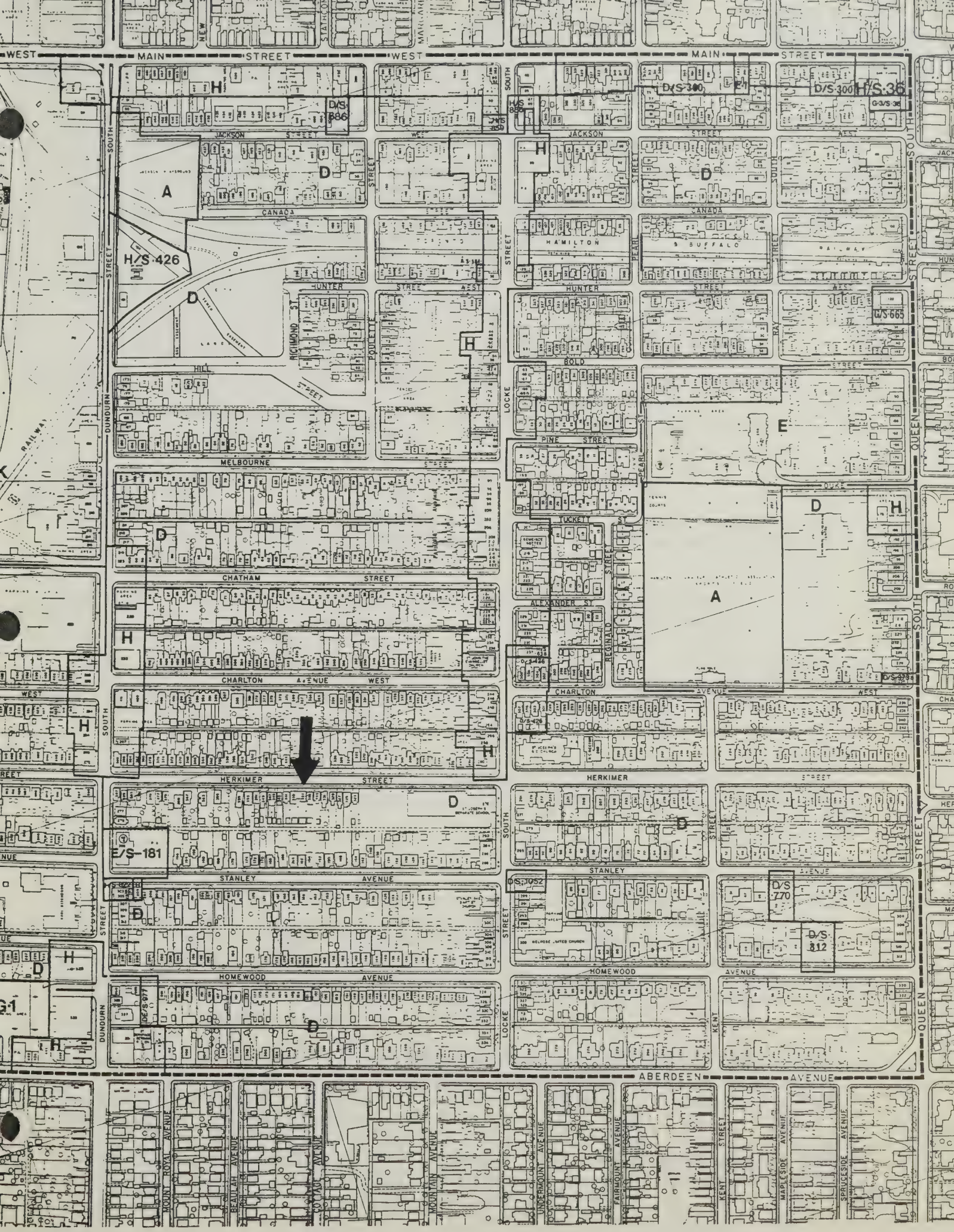
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. Stanley Thompson of 337 Herkimer Street has requested that a reserved permit parking space be designated on the street in front of his home since he is handicapped. Presently, there is unrestricted free parking on both sides of Herkimer Street in this area. The City Council on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant posses a valid handicapped permit issued by the Regional Commissioner of Social Services.

Social Services Department has advised that Mr. Thompson possess' a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area on the private property. Therefore, the Traffic Department concurs with the request for a reserved parking space on Mr. Thompson's side of the street in front of his home.


WEST MAIN STREET
WEST MAIN STREET
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D/S 886
JACKSON STREET
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D
CANADA
H/S 426
HUNTER STREET
RICHMOND ST
HILL STREET
MELBOURNE
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
E/S-181
STANLEY AVENUE
HOMEWOOD AVENUE
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
HAMILTON
BUFFALO
RAILWAY
BAY STREET
BOLD STREET
PINE STREET
PEARL ST
E
TUCKET
ALEXANDER ST
REGINALD ST
DUKE
QUEEN STREET SOUTH
D/S 300
H/S 36
G/S 665
D/S 428
D/S 1052
D/S 770
D/S 812
D/S 977
KENT STREET
ABERDEEN AVENUE
MOUNT ROYAL AVENUE
BEAULIEU AVENUE
COLLEGE AVENUE
MOUNTAIN AVENUE
UNDERMOUNT AVENUE
FAIRMOUNT AVENUE
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

9(g)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 December 6
COMM FILE:
DEPT FILE: TEC-321-89

SUBJECT:

North side of Mackenzie Road, east of East 27th Street - Corner Clearance.

RECOMMENDATIONS:

(a) That parking be prohibited on the north side of Mackenzie Road between East 27th Street and a point 135 feet easterly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1990 Traffic Department budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

BACKGROUND:

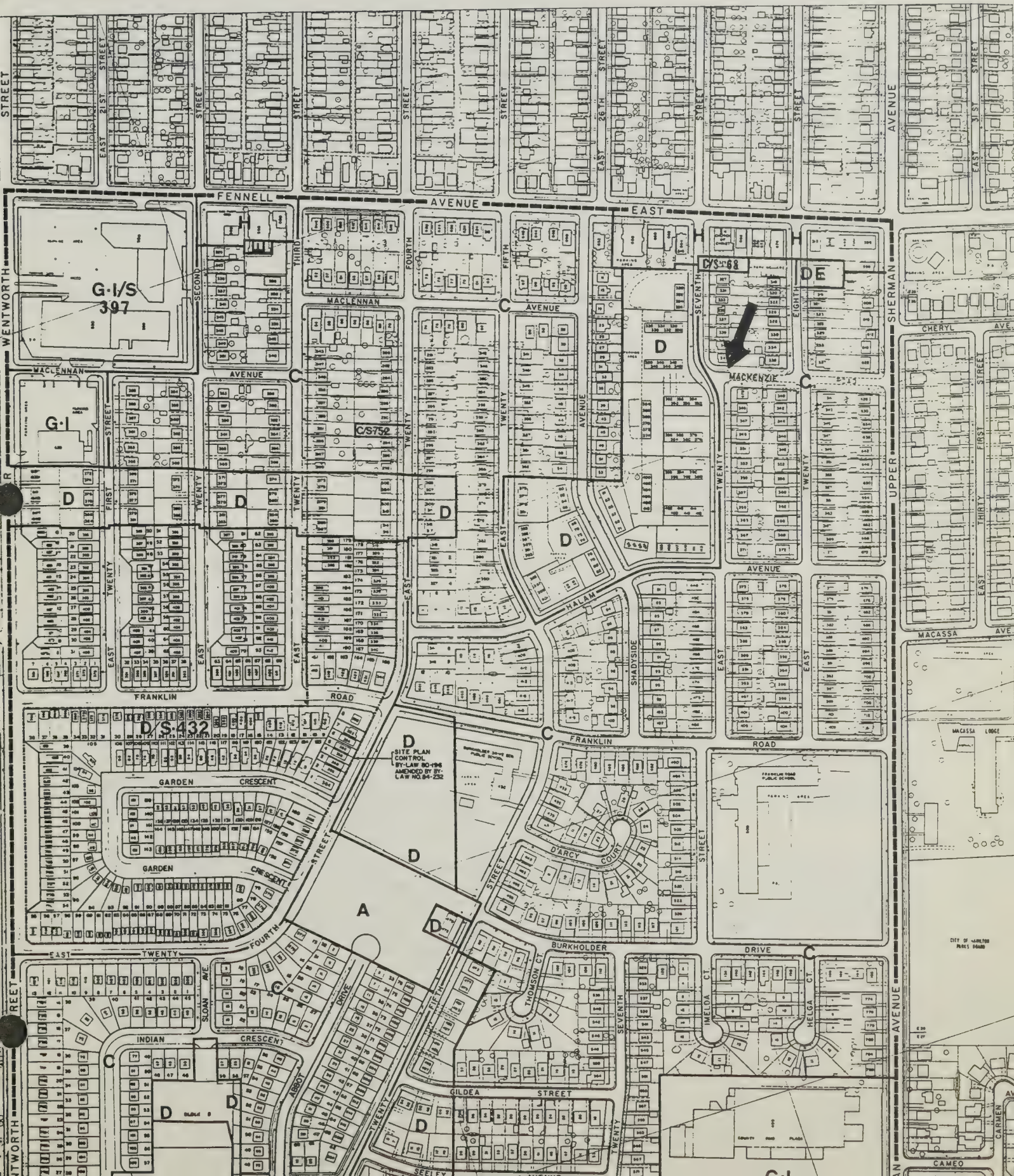
Alderman John Gallagher has asked the Traffic Department to investigate the feasibility of erecting signs to prohibit parking on the north side of Mackenzie, east of East 27th, in order to prevent motorists from parking their vehicles in front of the wheelchair ramp at the north-east corner of the intersection. Mackenzie Road has a 20-foot pavement width, and presently, there is unrestricted parking on both sides of the street except for a "No Parking" corner clearance on the south side immediately east of East 27th.

An investigation has revealed that the wheelchair ramp at the north-east corner of the intersection may be obstructed from time to time by vehicles parked on the north side of Mackenzie immediately east of East 27th. Therefore, it would be appropriate to prohibit parking in this area.

The resident at the north-east corner of the intersection has suggested that parking be prohibited along the entire flankage of his home in order to prevent

the wheelchair ramp from being obstructed, and also to provide a clear view of the wheelchair ramp. The Traffic Department concurs with this suggestion, and recommends that parking be prohibited on the north side of Mackenzie between East 27th and a point 135 feet easterly therefrom.

The proposed corner clearance would result in a loss of only approximately one legal on-street parking space because of the unusual configuration of this intersection. However, since all of the residential properties in the immediate vicinity have off-street parking, the proposed corner clearance should not create any parking problems.


FENNELL AVENUE EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER SHERMAN AVENUE
G·I/S 397
G·I
C/S-1968
C/S752
D/S-432
D
SITE PLAN CONTROL BY-LAW 80-194 AMENDED BY BY-LAW NO. 84-252
A
C
E
MACLENNAN AVENUE
MACKENZIE AVENUE
HALAM AVENUE
FRANKLIN ROAD
GARDEN CRESCENT
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT.
IMELDA CT.
HELGA CT.
INDIAN CRESCENT
GILDEA STREET
SEELEY AVENUE
SHADYSIDE AVENUE
CHERYL AVE.
MACASSA AVE.
MACASSA LODGE
CAMEO
CARMEN
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
TWENTY FIRST STREET EAST
TWENTY SIXTH STREET EAST
THIRTY FIRST STREET EAST
TWENTY FIRST AVE EAST
SLOAN AVE
ABBOT DRIVE

9 (h)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 29
COMM FILE:
DEPT FILE: TEC-318-89

SUBJECT: East curb lane of Locke Street South, south of Main Street - overhead lane control.

RECOMMENDATION:

a) That northbound motorists in the east curb lane of Locke Street South be required to turn right onto Main Street West; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1989 Traffic Department Operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from an area resident requesting the east curb lane of Locke, south of Main, be designated as a right turn lane because of a problem with vehicles being "cut off" because the northbound lanes are off-set on the north side of the intersection.

Records indicate that there have been at least two reported collisions in the last eight years which may have been related to the geometry of the intersection. Therefore, the Traffic Department concurs that it would be appropriate to designate the east curb lane of Locke for right-turns only immediately south of Main by painting lines and erecting overhead lane control signs.


WEST MAIN STREET
MAIN STREET
NELSON ST.
JACKSON STREET
CANADA STREET
HUNTER STREET
HILL STREET
BOLD STREET
PINE STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
QUEEN STREET
DUKE STREET
TUCKETT STREET
ALEXANDER ST.
RAILWAY
TORONTO
HAMILTON
BUFFALO
H/S-426
H/S-181
H/S-36
D/S 300
D/S 770
D/S 812
D/S 866
D/S 666
SOUTH
WEST
EAST
DUNDURN
LOCKE
MARGARET
STANLEY
REGINALD
PEARL
KENT
MOUNTAIN AVENUE
FAIRMOUNT AVENUE
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

9 of 9

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.7
DEPT FILE: TEC-01-90

SUBJECT: East Side of Macklin Street, north of Dufferin Street - Request for two School Bus Loading Zones.

RECOMMENDATION:

a) That a School Bus Loading Zone be implemented on the east side of Macklin Street, commencing at a point 442 feet north of Dufferin Street and extending to a point 280 feet northerly therefrom; and

b) That a School Bus Loading Zone be implemented on the east side of Macklin commencing at a point 805 feet north of Dufferin and extending to a point 160 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

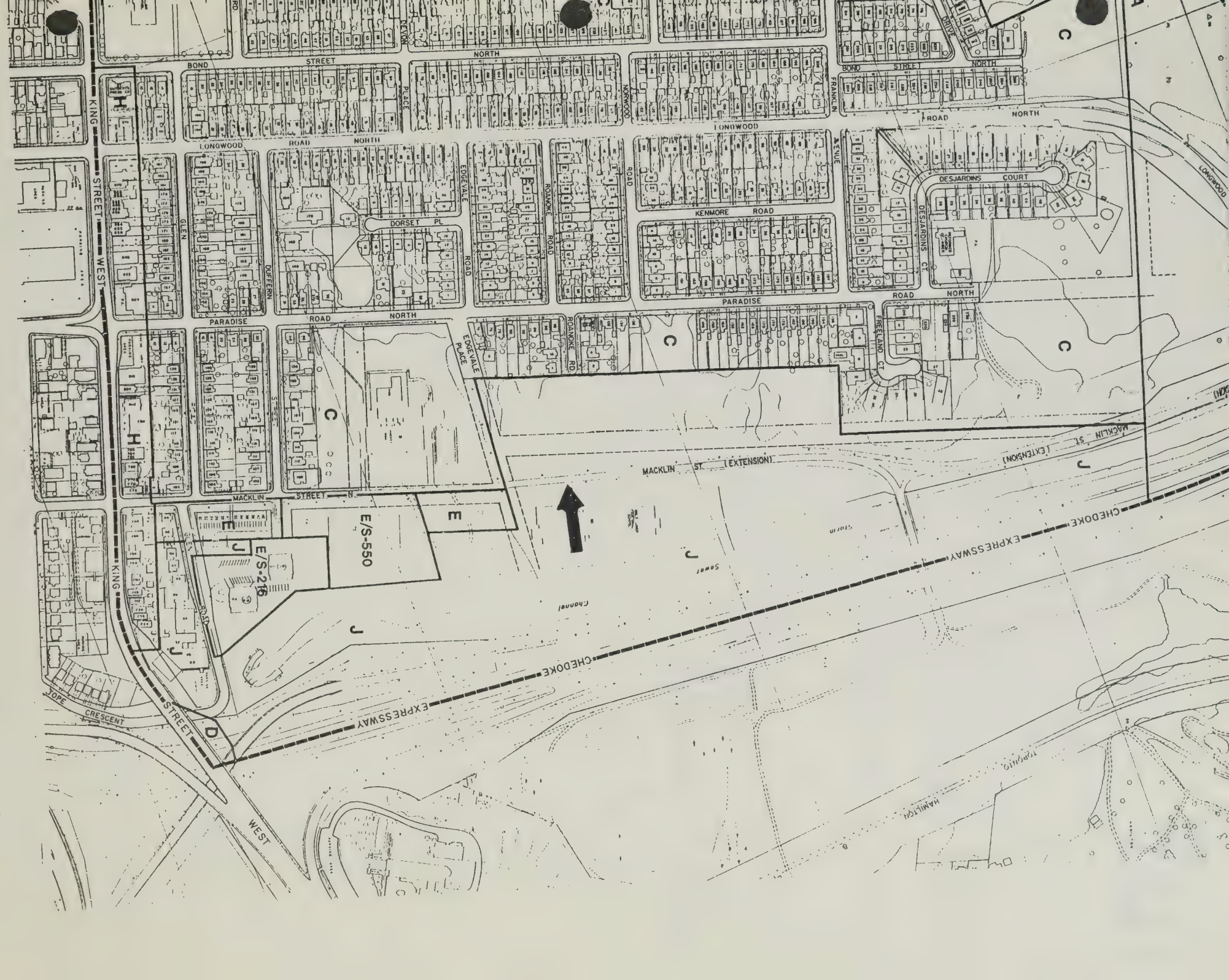
BACKGROUND:

The Traffic Department has received a request from Ms. Susan Wilson of the Board of Education for the City of Hamilton, that a School Bus Loading Zone be implemented in front of G.P. Vanier Secondary School, 100 Macklin Street. After speaking with Mr. H. Bigras, Vice-Principal of G.P. Vanier Secondary School, it is apparent that the request is actually for two separate school bus loading zones which would accommodate a total of eleven school buses.

Presently, parking is prohibited on both sides of Macklin which has a 22 foot pavement width in this area. Although the school buses are permitted to stop to load and unload in the "No Parking" area, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in

order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Macklin, the Traffic Department concurs with the request.

Since the street is presently signed "No Parking" there will be no loss of any on-street parking spaces.


BOND STREET NORTH
LONGWOOD ROAD NORTH
PARADISE ROAD NORTH
KENMORE ROAD
DESJARDINS COURT
DESJARDINS CT.
DESJARDINS DRIVE
DORSET PL.
EDGEVALE PLACE
ROANOKE ROAD
FREELAND CT.
GLEN DUFFERN STREET
KING STREET WEST
MACKLIN STREET N.
MACKLIN ST. (EXTENSION)
CHEDOKE EXPRESSWAY
JOPE CRESCENT
E/S-550
E/S-216
H
C
E
J
D

9(31)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-10.9
DEPT FILE: TEC-08-90

SUBJECT: No. 90 Duke Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request one time limit exemption permit to Mr. Dave Maida, 90 Duke Street, Apt. #1708.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

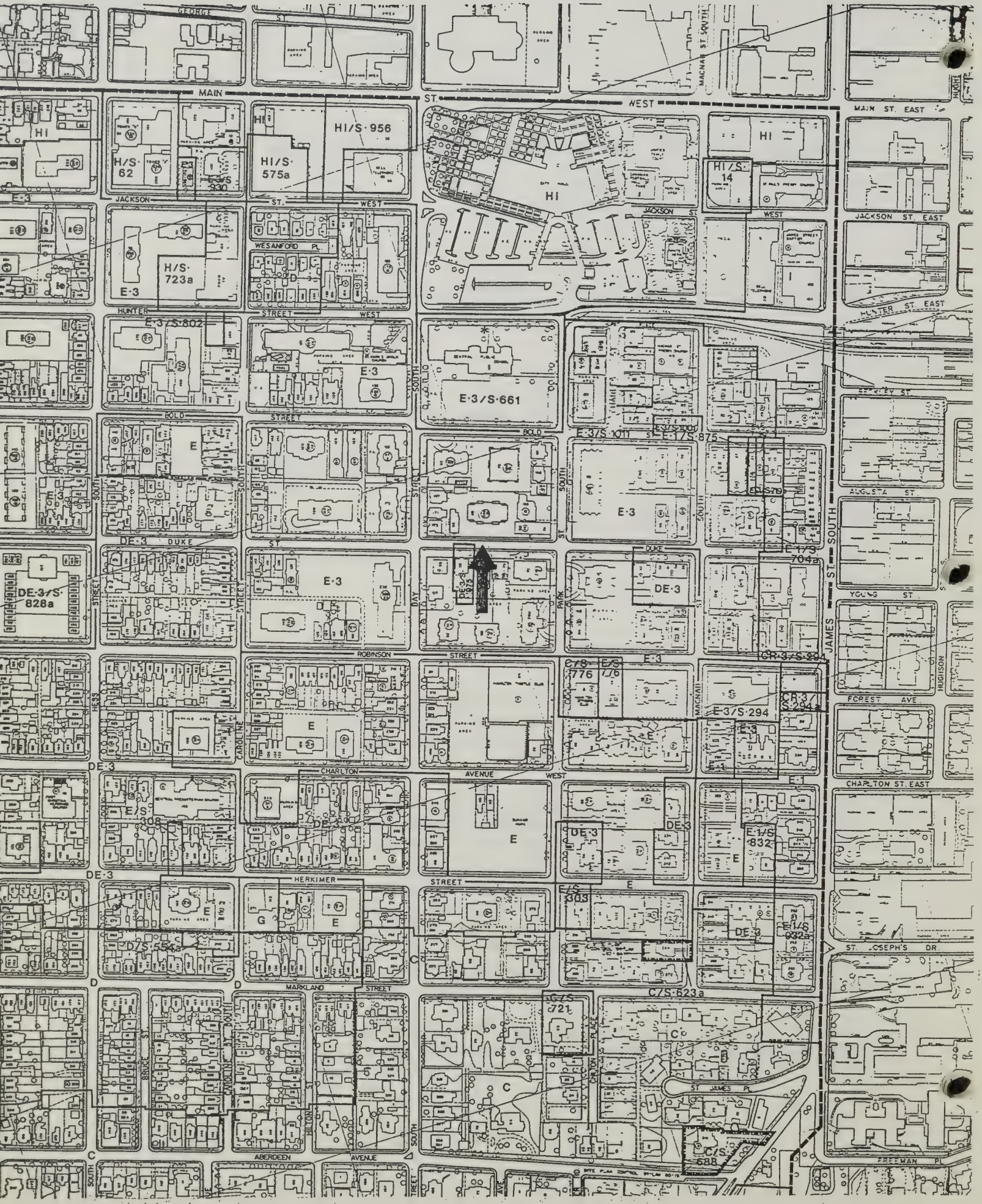
The sale of one parking permit will result in additional revenue of $2.00 per month.

BACKGROUND:

The Traffic Department has received an application from Mr. D. Maida who resides in the apartment building at No. 90 Duke Street for a time limit exemption permit since his pick-up truck will not fit into the underground parking area of this apartment building.

Past practice of the Transport and Environment Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional conditions. This practice ensures that long-term parking by apartment residents takes place in the off-street spaces whenever spaces are available. However, the Committee has dealt with at least four similar requests in recent years, and authorized the Traffic Department to issue one permit to each resident whose vehicle would not fit into the underground parking areas. Therefore, it appears that a precedent has been set for approving applications from apartment dwellers under these circumstances.

The Traffic Department has confirmed that the subject vehicle will not fit into the underground parking area of this building because of a low ceiling in certain areas. Therefore, the Traffic Department concurs with the request.


MAIN ST. WEST
MAIN ST. EAST
JACKSON ST. WEST
JACKSON ST. EAST
HUNTER STREET WEST
HUNTER ST. EAST
BOLD STREET
DUKE ST.
ROBINSON STREET
CHARLTON AVENUE WEST
CHARLTON ST. EAST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
JAMES ST. SOUTH
MACNAB ST. SOUTH
HUGHSON ST. SOUTH
WESANFORD PL.
AUGUSTA ST.
YOUNG ST.
FOREST AVE.
ST. JOSEPH'S DR.
ST. JAMES PL.
FREEMAN PL.
HI
H/S-62
H/S-575a
HI/S-956
H/S-723a
E-3
E-3/S-802
E-3/S-661
E-3/S-1011
E-1/S-875
E-1/S-879
E-1/S-704a
DE-3/S-828a
DE-3
E-3/S-294
CR-3/S-294a
E-1/S-832
E/S-308
E/S-303
C/S-776
E/S-776
C/S-623a
C/S-721
C/S-688
E-1/S-932a
D/S-554a

9(K)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 10
COMM FILE: 3-9.1
DEPT FILE: TEC-04-90

SUBJECT: MacNab Street North between Cannon and Vine - Duration of Parking Meters

RECOMMENDATION:

a) That the five 30 minute meters on MacNab Street North between Cannon Street and Vine Street be increased to a one hour duration; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

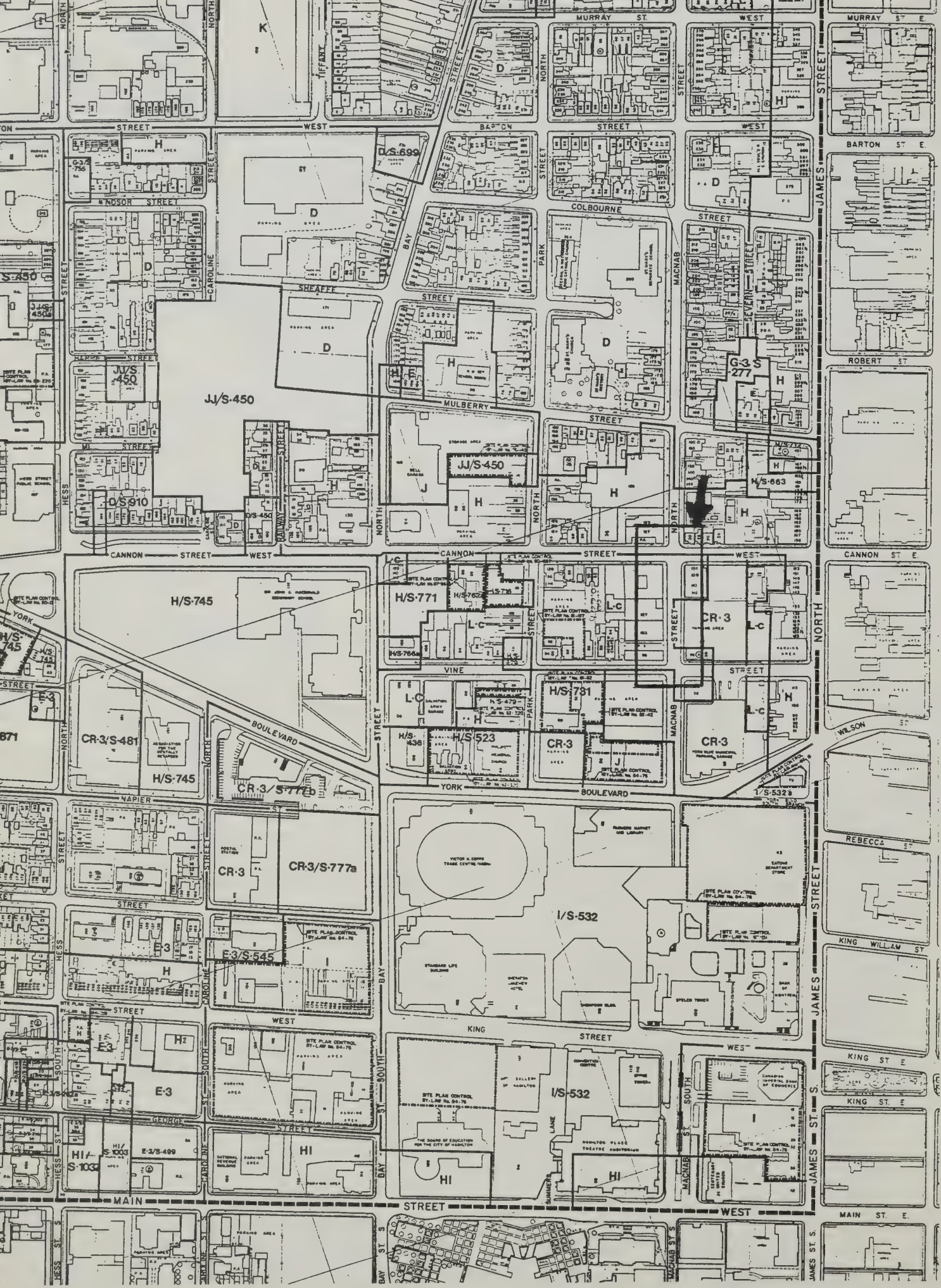
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of changing the existing meters.

BACKGROUND:

The Traffic Department has received a request from Mr. Howard Goldrup, President of Her Majesty's Army and Navy Veterans' Society of Hamilton, 96 MacNab Street North, requesting that the existing meters on MacNab between Cannon and Vine be increased to a two hour duration.

Presently, there are a total of eight parking meters on MacNab between Cannon and Vine. Three of these meters are two hours in duration while the remaining five are 30 minutes in duration. The Traffic Department has contacted the businesses on MacNab in this area, and the consensus is to increase the five 30 minute meters to a one hour duration but the representatives of these businesses are all opposed to increasing the parking meter duration to two hours since this time limit would not adequately serve their businesses. Therefore, an appropriate compromise would be to increase the five 30 minute meters to a one hour duration.


MURRAY ST.
WEST
MURRAY ST. E.
BARTON
BARTON ST. E.
COLBOURNE
JAMES
STREET
ROBERT ST
CANNON
CANNON ST. E.
MULBERRY
VINE
YORK
BOULEVARD
NAPIER
REBECCA ST
KING
KING WILLIAM ST
KING ST. E.
MAIN
MAIN ST. E.
WILSON
NORTH
SOUTH
BAY
HESS
CAROLINE
MACNAB
PARK
TIFFANY
WINDSOR
SHEAFFE
JJ/S-450
O/S-910
O/S-699
H/S-745
H/S-771
H/S-781
H/S-523
H/S-663
CR-3/S-481
CR-3/S-777a
CR-3
E-3
E-3/S-545
I/S-532
HI
HI/S-1003
E-3/S-499
G-3/S-277

9 (21)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 12
COMM FILE:
DEPT FILE: TEC-10-90

SUBJECT:

Breadalbane Street between King Street and Hunt Street - One-way Operation.

RECOMMENDATIONS:

(a) That the limits of the northbound one-way operation of Breadalbane Street between King Street West and Hunt Street be revised such that the one-way operation extends from Hunt Street to a point 164 feet south; and

(b) That the hours of the northbound one-way operation be revised from full-time to between the hours of 4:00 p.m. and 6:00 p.m., Monday to Friday only; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In report TEC-86-89, the Traffic Department reported respecting the one-way operation of Breadalbane Street for a portion of the block between King and Hunt Streets. Because of reconstruction of the King Street Bridge over Highway 403 and the associated lane closures, it was necessary to extend the part-time one-way northbound operation of Breadalbane Street from 4:00 p.m. to 6:00 p.m., Monday to Friday, to a full-time one-way operation, and also, to extend the limits of the one-way operation such that it covered the entire block.

The Bridge reconstruction is virtually complete. Therefore, it would now be appropriate to reinstate the part-time one-way operation of Breadalbane Street.

The one-way operation of Breadalbane Street was implemented to eliminate southbound through traffic by-passing the traffic signal at King and Dundurn and travelling through the neighbourhood, but should extend only to a point 164 feet south of Hunt in order to allow motorists leaving the Cathedral of Christ the King to proceed directly to King Street rather than through the neighbourhood.

9(m)

FOR INFORMATION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 18
COMM FILE:
DEPT FILE: TEC-15-90

SUBJECT: Reduced speed limits in school areas.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND:

At the Transport & Environment Committee meeting of 1989 October 02, Alderman Brian Hinkley appeared to discuss the possibility of enacting a program to reduce speed limits in school areas in the City of Hamilton. Previous information from other municipalities indicated that lower speed limits in school areas were ineffective. However, the matter was referred back to allow the Traffic Department to conduct a survey of other Canadian Municipalities to determine what experience they might have had with lower speed limits.

1) SURVEY RESULTS

The Traffic Department has contacted Mississauga, London, Etobicoke, North York, Ottawa, Windsor, Metropolitan Toronto, Calgary, Winnipeg, Edmonton and Vancouver. The results of the survey indicate the following information:

- None of the municipalities have reduced speed limits on arterial streets to below 50 km/h; and

- Only two municipalities (Vancouver and Metropolitan Toronto) use lower speed limits in school areas on arterial streets and this involves only one location in Vancouver and several in Metropolitan Toronto at which the speed limit is reduced from 60 km/h to 50 km/h on a full-time basis; and

- Five municipalities (Vancouver, Calgary, North York, Etobicoke and Mississauga) reduce speed on non-arterial streets and these are reduced from 50 km/h to either 30 or 40 km/h, some on a part-time basis and some


BOULEVARD
CEMETERY
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-073
A/S-569
A/S-739
A/S-450
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-073
TECUMSEH STREET
BARTON STREET
JONES STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
BAKER STREET
HUNT STREET
HEAD STREET
LAWRENCE STREET
KINNELL ST
YORK STREET
BUFFALO RAILWAY
DEVONPORT STREET
NORTH STREET
SOUTH STREET
LOCKE STREET
CROOKS STREET
INCIBURY
DUNDURN STREET
STRATHCONA AVENUE
BREADALBANE
MARGARET
NEW
EDISON ST
HENRY ST
PEEL STREET
WELLESLEY
PEARL
NAPIER
MORDEN
PETER
GEORGE
NELSON
KING STREET WEST
MAIN STREET WEST
MAIN STRE
H/S-481
H/S-745
H/S-630
H/S-608
H/S-700a&b
H/S-555
H/S-647
H/S-520
H/S-1019
H/S-935
H/S-885
E/S-481
E/S-481c
D/S-450
D/S-614
R-3/S-386
G-3/S-898
CR-2
G-3
LDRT-2

on a full-time basis; and

- Of the 11 officials in the various cities, 3 believe that reduced speed limits are effective to some degree and the other 8 believe that they are not effective; and

- Of the 11 officials in the various cities, 3 of the 5 who have lower speed limits state that there are enforcement problems, and 2 state that they are not aware of any problems; and

- One of the problems is that the lower speed limits apply full-time, but the Police Departments cannot and will not enforce these areas in non-school hours, and this a source of misunderstanding and irritation between the public and the Police Departments; and

- Two municipalities (London and Winnipeg) once had reduced speed limits, but found that they were ineffective and therefore these lower speed limits were rescinded; and

- The province of Manitoba once had a general provision in the Manitoba Highway Act requiring motorists to slow down to 15 mph in school areas during school hours, but this was rescinded in 1966 on the basis that;

  - "There was no real safety benefit to children in the 15 mph speed limit, and

  - Child safety should not be confined to streets immediately adjacent to schools, and

  - Child protection should be a duty of drivers wherever and whenever children are present in a street."

2. EXTENT OF THE PROBLEM IN HAMILTON

To document the situation, an analysis of collision statistics in Hamilton adjacent to schools was undertaken for the period of January to November 1989 inclusive, with the following findings:

- Approximately 400 pedestrian collisions are reported in the City each year; and

- Approximately 50 children between the ages of 5 and 14 are involved in collisions at school crossing times throughout the entire City (11 at traffic signals); and

- Eighty-three percent of pedestrian collisions involved minimal or minor injuries; and

- From January to November 1989 inclusive, there was a total of 11 pedestrian collisions involving children 14 years old or younger, reported on roadways adjacent to elementary schools, 9 with minor injuries and 2 with major injuries; and

- Of the 11 reported collisions in close proximity to elementary schools, 9 involved crossings of arterial streets and 2 involved crossings of local streets; and

- Of these 11 collisions, 8 were at intersections and 3 were at mid-block locations; and

- Of the 8 collisions at intersections 4 occurred at traffic signals, 3 occurred at stop sign locations and 1 occurred at a stop sign location with a school traffic officer.

3. OPTIONS AVAILABLE

a) Implementation of full-time lower speed limits in school areas.

- Advantages - relatively inexpensive to sign

- Disadvantages - Not effective and not credible to motorists and the public - Many enforcement problems

b) Part-time lower speed limits with flashing lights in school areas

- Advantage - applicable only during school crossing times, and therefore, better credibility

- Disadvantages - very expensive (such a program would cost approximately $4300 per abutting street with a total of approximately $296,700 capital costs plus annual maintenance costs for a total of 69 locations on arterial streets alone)

4. CONCLUSIONS

- The consensus of the 11 municipalities surveyed is that reduced speed limits adjacent to schools are ineffective, and create credibility and enforcement problems.

- Under the present system, problems in school areas at school times are relatively insignificant since for 11 months in 1989 only two reported collisions occurred on local streets and five on arterial streets adjacent to schools involving children between the ages of 5 and 14 years or younger during school crossing hours, and at non-signalized locations.

- It may be impossible to improve on the present safety record.

- Full-time lower speed limits adjacent to schools are ineffective and not credible.

- Recent studies conducted in Tucson and Phoenix Arizona concluded that flashers added to other traffic control devices do not reduce the speed of traffic and when installed in school areas the speeds were increased marginally during school hours.

- The cost of implementing part-time lower speed limits adjacent to 69 school frontages on arterial streets alone would be in the area of $300,000, not including annual maintenance costs.

- Since this is a major issue, the Traffic Department should be allowed the time to conduct an international literature search to determine the effects of lower speed limits in school areas internationally. This can be done through the Institute of Transportation Engineers and the Bureau of Public Roads, at a very nominal cost which will have no impact on the budget.

cc: Alderman Brian Hinkley

RECEIVED
JAN 16 1990
CLERKS

10.

2 CARLTON STREET, SUITE 121, TORONTO, ONTARIO, M5B 2H5
FAX: 598-0449

THE ONTARIO TRAFFIC CONFERENCE

January, 1990

AN INVITATION

The Board of Directors and I wish to extend this invitation to you and your entire family to attend the 1990 Conference, Annual Meeting and Trade Show of the Ontario Traffic Conference.

A copy, of what should prove to be an informative and varied program for both delegates and companions, is enclosed for your information.

Each Municipality, Organization or Agency should have delegates representing their Elected Officials, Management, Enforcement, and Engineering Sections.

This is an ideal opportunity to share your traffic concerns, discuss potential solutions, exchange ideas, see new Equipment, renew acquaintances, make new friends and business contacts.

The City of Cornwall will be hosting this three (3) day Conference.

Arrive in Cornwall on Sunday, May 6th for the Reception and Official Opening and stay until the conclusion at noon on Wednesdays, May 9th.

We will look forward of not only welcoming all our old friends, but also meet and greet new representatives.

Please attend and participate.

Sincerely,

Arthur (Art) Burlein
President.

ONTARIO TRAFFIC CONFERENCE

1990 ANNUAL CONVENTION

CIVIC COMPLEX, CORNWALL

The 40th Annual General Meeting of the Ontario Traffic Conference will be held:-

DATE: May 6 - 9, 1990

PLACE: Cornwall Civic Complex
Water Street
CORNWALL, Ontario

ACCOMMODATION:

1) Holiday Inn
805 Brookdale Ave.
CORNWALL, Ontario
K6J 4P3
Telephone (613) 933-8000
COST: $72.00 + TAXES
SINGLE/DOUBLE

2) Best Western Parkway Hotel
1515 Vincent Massey Drive
CORNWALL, Ontario
K6H 5R6
Telephone - (613) 932-0451
COST: $76.50 + TAXES - SINGLE/DOUBLE
"Speciality rooms with fire place" - 1st come first serve basis.

3) Travelodge
1142 Brookdale Ave
CORNWALL, Ont.
K6J 4P4
(613) 932-4213
COST: $45.00 + TAXES
SINGLE/DOUBLE

PLEASE BOOK HOTEL ACCOMMODATION BEFORE APRIL 6, 1990

REGISTRATION FORM OVER

ONTARIO TRAFFIC CONFERENCE

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SINGLE/DOUBLE

PLEASE BOOK HOTEL ACCOMMODATION BEFORE APRIL 6, 1990

REGISTRATION FORM OVER

ONTARIO TRAFFIC CONFERENCE

1990 CONVENTION PROGRAMME

HIGHLIGHTS

SUNDAY, MAY 6, 1990

2:00 - 7:00 p.m.
REGISGRATION AND WELCOMING RECEPTION
Cornwall Convention Complex

7:15 p.m.
PRESIDENT'S RECEPTION

7:30 p.m.
OFFICIAL OPENING CEREMONIES
A. Burlein - President

8:00 - 11:00 p.m.
WELCOME TO SUPPLIERS TRADE SHOW

MONDAY, MAY 7, 1990

7:30 a.m. - 8:45 a.m.
REGISTRATION

7:45 a.m. - 8:45 a.m.
CONTINENTIAL BREAKFAST - Trade Show Area
Salon B

9:00 a.m. - 10:15 a.m.
LEGISLATION & ENFORCEMENT - 3rd Floor - Galleries
S/SGT. PETER PARISE - CHAIRMAN
TOPIC - SPEEDING & ENFORCEMENT IN THE 1990'S
PANEL DISCUSSION - SPEAKER TO BE ANNOUNCED

10:15 a.m. - 10:30 a.m.
COFFEE BREAK

10:30 a.m. - 11:30 a.m.
RESOLUTIONS - 3rd Floor - Galleries
DON SNOW - CHAIRMAN

11:30 a.m. - NOON
CASH BAR - Trade show Area - Salon B

NOON - 1:15 p.m.
LUNCH - Salon B
TOPIC - ROAD VEHICLE SAFETY
SPEAKER - TERRY BURTCH, DIRECTOR
STANDARDS & RESEARCH ROAD SAFETY
DIRECTORATE TRANSPORT CANADA

1:30 p.m - 2:45 p.m.
TECHNICAL COMMITTEE - 3rd Floor - Galleries
KERRY COLUMBUS - CHAIRMAN
TOPIC - POSITIVE GUIDANCE FROM THE DRIVERS PERSPECTIVE
SPEAKER - GERSON J. ALEXANDER
POSITIVE GUIDANCE APPLICATIONS

2:45 p.m. - 3:00 p.m.
COFFEE BREAK

3:00 p.m. - 4:15 p.m.
PARKING COMMITTEE - 3rd Floor - Galleries
TERRY KEW - CHAIRMAN
TOPIC - PARKING ENFORCEMENT & TRAFFIC FLOW IN CORE AREA
SPEAKER - ALICE SNOW-ROBINSON, SR. VICE PRESIDENT
LOCKHEED I.M.S.

4:15p.m. - 6:00 p.m.
SUPPLIERS TRADE SHOW - Salon B

SUPPLIERS NIGHT

6:00 p.m. - 6:30 p.m.
CASH BAR - Salon B

6:30 p.m. - 8:00 p.m.
LANCASTER PERCH FISH FRY - Salon B

8:00 P.M. - 10:30 p.m.
CASSION NIGHT

TUESDAY, MAY 8, 1990

7:45 a.m. - 8:45 a.m.
CONTINENTAL BREAKFAST - Trade Show Area - Salon B

8:00 a.m. - 8:45 a.m.
REGISTRATION

9.00 a.m. - 10:30 a.m.
SAFETY OFFICERS COMMITTEE - 3rd Floor - Galleries
S/SGT. JOHN ANDREWS - CHAIRMAN
THEME - "THERE IS SOMETHING WE CAN DO"
TOPICS - SUIT OF BLUE - S/SGT J. ANDREWS, M.T.P.F.
SGT. H. HODGSON, PEEL REG.
CONST. E. DESERRANO ,
HALDIMAND/NORFOLK REGION
CONST. B. KEFFER,
WATERLOO REGION
CRACK INFORMATION UPDATE - CONST. K. ABELL
LONDON POLICE
SAFETY SHOW TEACHING TECHNIQUES - CONST. M. GODBER
YORK REGION

10:30 a.m. - 10:45 a.m.
COFFEE BREAK

10:45 a.m. - 11:30 a.m.
RESOLUTIONS - 3rd Floor - Galleries
DON SNOW - CHAIRMAN

11:30 a.m. - NOON
CASH BAR - Salon B

NOON - 1:15 p.m.
LUNCH - Salon B
TOPIC - A PARALLEL TO ROAD TO SAFETY
SPEAKER - ANTOINETTE FRACASSI, DIRECTOR
TRANSPORT CANADA TRAINING INSTITUTE
AIR AND MARINE NAVAGATION

1:30 p.m. - 2:15 p.m.
ELECTED OFFICIALS - 3rd Floor - Galleries
COUNCILLOR HARVEY BARRON - CHAIRMAN
TOPIC - THERE EFFECT OF OVERSIZED TRUCKS ON MUNICIPAL ROADWAYS
SPEAKER - LEO LAVIOLETTE, VICE PRESIDENT
HAMILTON AUTO CLUB

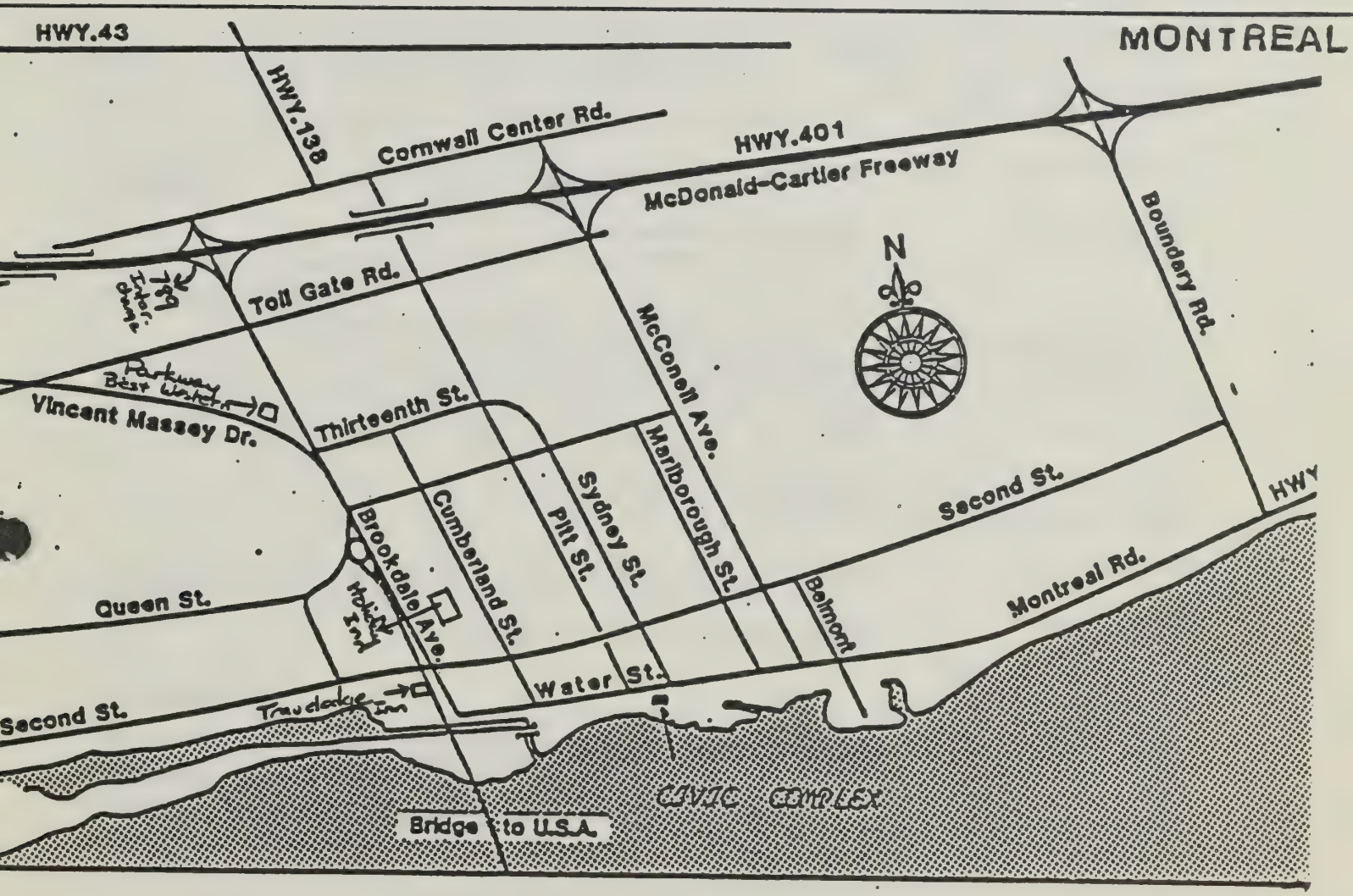
2:15 p.m. - 2:30 p.m.
COFFEE BREAK

2:30 p.m. - 4:30 p.m.
ANNUAL GENERAL MEETING -3rd Floor - Galleries
ARTHUR BURLEIN - CHAIRMAN

6:00 p.m. - 7:00 p.m.
CORNWALL RECEPTION - CASH BAR - Salon B

7:00 p.m. -
CIVIC BANQUET - Guest Speaker - Hon. Wm. Wrye
Minister of Transportation

WEDNESDAY, MAY 9, 1990
9:30 a.m.
BREAKFAST - HOLIDAY INN - guests included
TOPIC - O.T.C. - THE FIRST FORTY YEARS
SPEAKERS - BRUCE WEBBER
1ST O.T.C. PRESIDENT
- DOUGLAS CROSBIE
SECRETARY
- RICHARD FRUIN
PRESIDENT - 1973


HWY.43
MONTREAL
HWY.138
Cornwall Center Rd.
HWY.401
McDonald-Cartier Freeway
N
Boundary Rd.
Toll Gate Rd.
McConell Ave.
Vincent Massey Dr.
Thirteenth St.
Marlborough St.
Sydney St.
Pitt St.
Cumberland St.
Brookdale Ave.
Second St.
Queen St.
Montreal Rd.
Belmont
Water St.
Second St.
CIVIC COMPLEX
Bridge to U.S.A.

ONTARIO TRAFFIC CONFERNCE

1990 ANNUAL CONVENTION

GUEST PROGRAMME

MONDAY, MAY 7, 1990

8:00 A.M.	Bus leaves Parkway for Holiday Inn
8:05 - 8:45 A.M.	Continential Breakfast - Holiday Inn
9:00 A.M.	BUSES LEAVE FOR MONTREAL
10:30 A.M.	Arrive in Montreal Tour old Montreal & major attractions
12 NOON	Lunch at Gibby's Youville Restaurant
1:30 P.M.	Tour Notre Dame Cathedral
2:00 P.M.	Leisure walking tour of Old Montreal
3:30 - 4:45 P.M.	Buses depart Montreal
5:45 P.M.	Buses leave for Civic Centre
6:00 P.M.	Lancaster Perch Fish Fry

TUESDAY, MAY 8, 1990

8:15 A.M.	Buses leave Parkway for Holiday Inn
8:15 A.M.	Continental Breakfast - Holiday Inn
9:30 A.M.	Bus departs 1) Ontario Hydro Power Damn 2) Rossi Artistic Glass Tour
10:30 A.M.	Tours Alternate
12 NOON	Lunch at Porto Bello Restaurant
	FREE AFTERNOON OR
2:00 - 3:30 P.M.	Make-up Application Demonstration
6:00 P.M.	Cornwall Civic Reception/Banquet

WEDNESDAY, MAY 9, 1990

9:30 A.M.	Breakfast with Delegates AT THE HOLIDAY INN

11(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 4
COMM FILE:
DEPT FILE: 65-1/89.47

SUBJECT: By-law to Incorporate Block 44, Plan 62M-614 into OSSINGTON DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 19(f)(i), adopted by City Council on July 25, 1989.

P. Hooker per K. Powers

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Lillian Heights - Phase 2" be registered first. This has now been complied with.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk
:sr
Att.

11 (6)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 4
COMM FILE:
DEPT FILE: 65-1/89.48

SUBJECT: By-law to Incorporate Block 45, Plan 62M-614 into BROUGHTON DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 19(f)(ii), adopted by City Council on July 25, 1989.

P. Hooker per dd Pavers

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Lillian Heights - Phase 2" be registered first. This has now been complied with.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk
:sr
Att.

11(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 2
COMM FILE:
DEPT. FILE: 65-3.388

SUBJECT:

By-law to close and to authorize the sale of Raeburn Road, designated as Parts 22, 23, 24 and 25, Plan 62R-8933

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 14th Report of the Transport and Environment Committee, Item 1, adopted by City Council on October 13, 1987.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on October 13, 1987, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, December 30, 1989 and will be further published on January 6, 13 and 20, 1990.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk
:sr
Att.

11(d)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 12
COMM FILE:
DEPT FILE: 65-1/89.64

SUBJECT: By-law to Incorporate Part 2, Plan 62R-9553 into RITA AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 16th Report of the Transport & Environment Committee, Item 12, adopted by City Council on October 10, 1989.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 10, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

11 (e)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 12
COMM FILE:
DEPT FILE: 65-1/89.62

SUBJECT: By-law to Incorporate Part 20, Plan 62R-6257 into QUAKER CRESCENT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 16th Report of the Transport & Environment Committee, Item 11, adopted by City Council on October 10, 1989.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 10, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

11(51)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 12
COMM FILE:
DEPT FILE: 65-1/89.61

SUBJECT: By-law to Incorporate Part 19, Plan 62R-6257 into QUEEN VICTORIA DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 16th Report of the Transport & Environment Committee, Item 10, adopted by City Council on October 10, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 10, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

11(91

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 15
COMM FILE:
DEPT FILE: 65-1/89.78

SUBJECT: By-law to Incorporate Block 80, Plan 62M-628 into REPUBLIC AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 20th Report of the Transport and Environment Committee, Item 33(f), adopted by City Council on December 12, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on December 12, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Oakdale Estates - Phase 6" be registered first. This has now been complied with.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk
:sr
Att.

11 (h)

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 8
COMM FILE:
DEPT. FILE: 65-3/89.13

SUBJECT:

By-law to close and to authorize the sale of the public WALKWAY, from Upper James Street to Allison Crescent, Part 1, Plan 62R-5020

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 20th Report of the Transport and Environment Committee, Item 28(a), adopted by City Council on December 12, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council on December 12, 1989, directed the City Solicitor to prepare the by-law above referred to. Pursuant to s.301 of The Municipal Act, the Public Notice has been printed in The Spectator on Saturday, December 30, 1989 and January 6, 1990 and will be further published on January 13 and 20, 1990.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

11(i)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 16
COMM FILE:
DEPT FILE: 65-1/89.73

SUBJECT: By-law to establish and open the ALLEY north of King Street East from Wellington Street easterly to the west limit of the first north/south alley designated as Part 1 on Plan 62R-10875

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 17th Report of the Transport & Environment Committee, Item 9, adopted by City Council on October 13, 1989.

P. Hooker per JAllevers

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on October 13, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

c.c. Mr. Paul Mallard, Planning Dept. (ZA-89-49)

c.c. Mr. M. Hazell, Traffic Dept.

:sr
Att.

CA4ONHBLA05
C57T6

Urban Municipal Collections
Public Library

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CITY CLERK

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DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1990 January 31

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1990 February 05
9:30 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:lp

AGENDA:

1. **DELEGATIONS** - 10:00 o'clock a.m.

   (a) Proposed Alley Closures: Between King William Street and King Street east of Walnut Street

   (b) Proposed Alley Closure: East-West Alley, 1st South of Barton Street from Brunswick Street easterly to the north-south alley

2. Minutes of the Monday, January 22, 1990 meeting of the Transport and Environment Committee

3. **DIRECTOR OF PROPERTY**

   Sale 1' Reserve - Templemead Drive to 672385 Ontario Inc.

4. COMMISSIONER OF ENGINEERING

(a) Additional Cost Sharing - M.S.A. Courtland Avenue and Stone Church Road West

(b) Incorporating Certain City lands into various streets, avenues, etc.

(c) Inadvertent Encroachment Agreements

5. DIRECTOR OF TRAFFIC

(a) Extension of Existing School Bus Loading Zone - East side of Hummingbird Lane, north of Skylark Drive

(b) Application for Time Limit Exemption Permit - 849 Concession Street

(c) Relocation of Wheelchair Zone Loading Zone - Gertrude Street, west of Depew Street

(d) Reserved Permit Parking Space - Handicapped Resident - 382 Mary Street

6. PARKING REGULATIONS

(a) West side of Hummingbird Lane between Skylark Drive and Bobolink Road

(b) Rideau Crescent between Moxley Drive and the west end

(c) North side of Aikman Avenue, east of Wentworth Street South

(d) South side of Roxborough Avenue between Graham and Houghton Avenues

(e) East side of Locke Street North between Napier Street and Peter Street

(f) South side of Strachan Street East, west of John Street North

(g) Intersection of McElroy Road East and Upper Wellington Street

(h) East side of Princeton Drive, south of Morningside Drive

7. CONFERENCE

Air and Waste Management Association - Skyline Hotel, Toronto, Ontario
April 22-24, 1990

8. BILL

By-law to Incorporate Part 3 and the easterly 58.55m of Part 2, Plan 62R-9377 into Royalvista Drive

9. OTHER BUSINESS

10. ADJOURNMENT.

FOR ACTION

1(a)

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL
ACTING COMMISSIONER OF ENGINEERING

DATE: January 22, 1990
COMM FILE: 3-11.9.3
DEPT FILE: T103-03(259)
I.D. nancy

SUBJECT

Proposed Alley Closures: Between King William Street and King Street east of Walnut Street.

RECOMMENDATION

i) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the portions of two alleys in the block bounded by King William Street, King Street East, Walnut Street North and Ferguson Avenue North;

ii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

iv) That the Regional Surveyor register a reference plan under the Registry Act, to delineate the manner in which the closed alley is to be distributed to the abutting owner;

v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and,

vi) That the City Solicitor make application to the Ministry of Housing under Section 443 (8) of the Municipal Act for approval of the By-law.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

January 22, 1990

Proposed Alley Closures - Between King Street and King William Street east of Walnut Street

Cont'd ....

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Property Department (Real Estate Division) indicates that several alleys need to be closed in order to complete the sale of the City owned land to Theatre Aquarius, as set out in Item 9 of the 4th Report of the Executive Committee on February 24, 1987.

Parts 2 and 3 shown on Plan 62R-4318 are proposed to be closed. These parts are all owned by the City and are bounded on three sides by other City owned lands as shown on the attached plan.

The abutting owner to the south of Part 3 has effectively cut off the alley with his building.

We have circularized a notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

Circularization to the area residents is now complete and the results are as follows:

Total Circularized 38

In Favour - 5, Opposed - 0, No Response - 33

UKC:nq
Encl.

cc: L. Lawrence, City Solicitor's Department
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch

KING WILLIAM ST.
PROPOSED ALLEY CLOSURE
400 R.
KING STREET EAST
MAIN STREET EAST
JARVIS STREET
FERGUSON
WALNUT ST N
MARY
AVENUE S
STREET S
PARKING AREA
P.A.
CURB

1 (b)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 29
COMM FILE: 3-119.3
DEPT FILE: T103-03(266)
ID# Cindy

SUBJECT:

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

RECOMMENDATIONS

a)

i) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act. R.S.O. 1980 for an order stop-up and close the East/West alley south of Barton Street East from Brunswick Street easterly to the north/south alley.

ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Continued ...

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

Continued ...

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

b)

i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

E. M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Mr. T. Oikawa, of 2054 Barton Street East, one of the abutting owners, to close the subject alley as shown on the attached drawing.

The present alley system in the block is bounded by Brunswick Street, Osbourne Street, Waverly Street, & Barton Street East. Parts of the subject alley have been illegally blocked off by the abutting residents, and the request for closure from Mr. Terry Oikawa, is for a complete closure of the alley.

We have circulated a notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

Continued ...

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

Continued ...

Circulization to the area residents is now complete and the results are as follows:

Number circularized 56

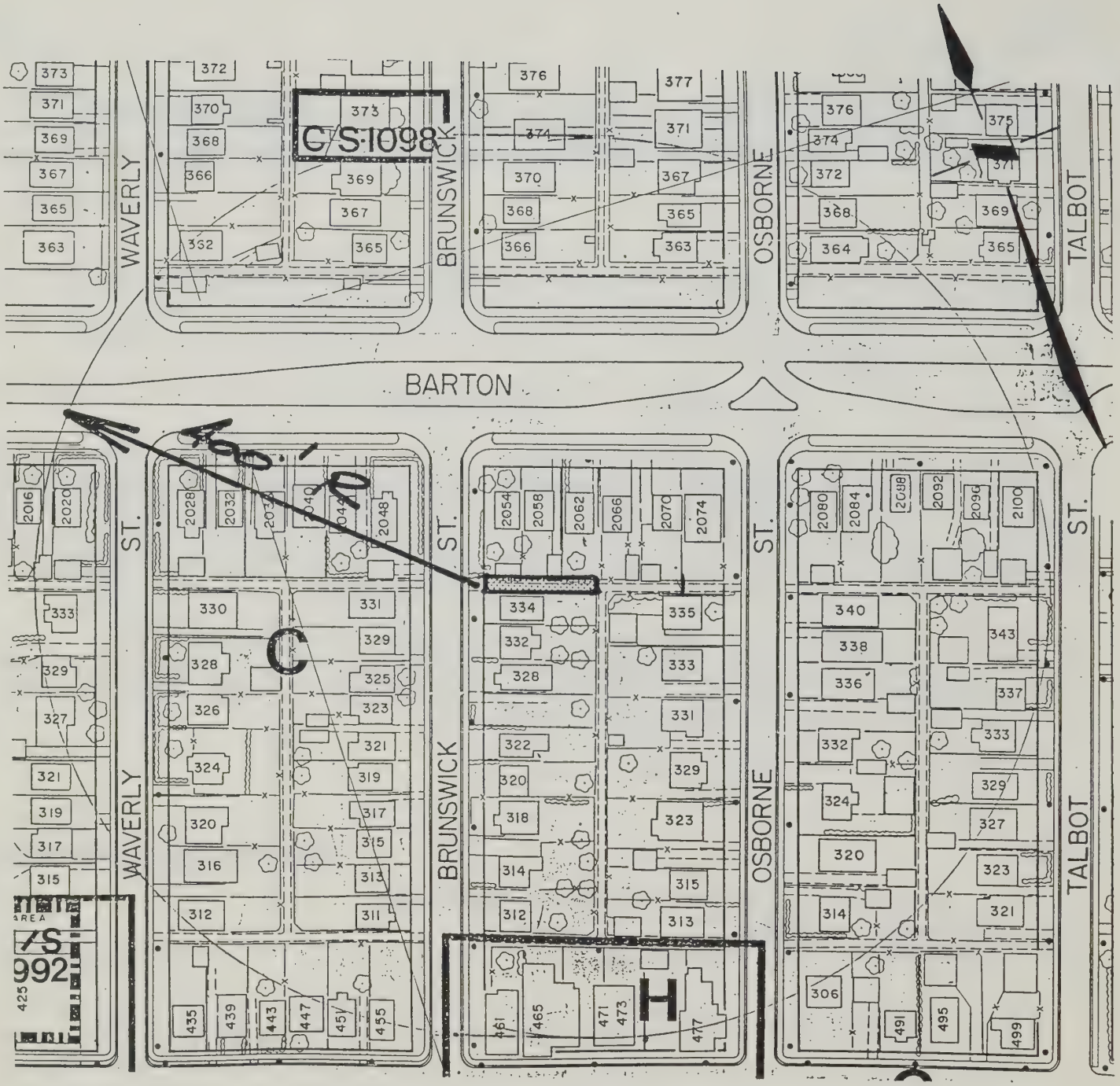
In favour 11 Opposed 1 No Response 44

The owner of 334 Brunswick indicated that he was opposed to the closure due to a neighbour dispute. The owner of 334 Brunswick had previously occupied the entire width of the alley for a driveway. Staff inspected the area and found that the owner of 334 Brunswick has now widened the driveway into his own property in order to provide a parking space should he lose the use of one-half the alley.

Since the Transport and Environment Committee has received an application from one of abutting owners to close the alley, and since the requested area is effectively blocked off to through traffic, we have no objection to this closure request.

JKC:ccc
Encl.

cc: L. Lawrence, City Solicitor's Department
cc: Alderman G. Copps
cc: Alderman D. Christopherson



PROPOSED
ALLEY CLOSURE
LOCATION PLAN

LEGEND

PROPOSED ALLEY CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE
N.T.S.

FILE NO.

NORTH

FOR ACTION

3.

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 22
COMM FILE:
DEPT FILE: 38.1.298
(4509)

SUBJECT: **Sale 1' Reserve - Templemead Drive to 672385 Ontario Inc.**

RECOMMENDATION:

That an Offer to Purchase executed by Francesco Loiero, Director of 672385 Ontario Inc. on December 8, 1989 and scheduled for closing on or before March 29, 1990 for the purchase of a one foot reserve along the easterly limit of Templemead Drive, be approved and completed.

Note: The subject property is a one foot strip of land along the easterly limit of Templemead Drive, shown as Parts 17-31 inclusive on Plan 62R-10632, containing a total area of 46.45 square metres (500.05 square feet). The purchase price of $33,307.00 is to be credited to account CH 4X501 00107 (Services through unsubdivided land). A certified deposit cheque in the amount of $3,330.00 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that this Offer to Purchase is conditional upon the Purchaser paying for all City and Regional costs and levies for services attributable to one-half of Templemead Drive abutting Parts 17-31, Plan 62R-10632.

The above condition has to be satisfied on or before the closing date of March 29, 1990.

If any of the above conditions are not satisfied by the closing date set above, then this Offer to Purchase shall be null and void and the Purchaser's deposit shall be returned in full without interest or penalty.

D. W. Vyce

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above recommendation.

BACKGROUND:

The City established a one foot reserve along the easterly limit of Templemead Drive, shown as Parts 17-31 inclusive on Plan 62R-10632, in order to recover the costs for municipal services at the time the abutting lands are to be developed. The developer now wishes to pay the costs to lift this one foot reserve, so that he can proceed to develop his abutting lands.

Attach.

c.c. Mr.P.R.A.Hooker, Acting City Solicitor
Mr. E. C. Matthews, City Treasurer
Mr. R. Douglas, Supervising Surveyors

4(a)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 17
COMM FILE:
DEPT. FILE: S726-40
ID darlene

SUBJECT

Additional Cost Sharing -
"M.S.A. - Courtland Avenue and Stone Church Road West"
Subdivision Agreement, Hamilton

RECOMMENDATION

a) That the City's share of the cost of curbs, sidewalks and final roads for "M.S.A. - Courtland Avenue and Stone Church Road West" be increased by $3,700.00 to $83,152.00; and

b) That the Co-ordinating Committee recommend the source of funding for these additional costs.

Ted Gill

E. M. Gill
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

The city's share including the additional expenditure for this development would be charged as follows:

Type of Work	Previously Approved Amount	Amount Now Required
Sidewalks and Curbs	$ 8,671.40	$ 8,671.40
Final Roads	$63,062.87	$66,762.87
Catch basins and connections	$ 5,448.00	$ 5,448.00
Dead End Barricades	$ 2,270.00	$ 2,270.00

Continued .....

Additional Cost Sharing -
"M.S.A. - Courtland Avenue and Stone Church Road West"
Subdivision Agreement, Hamilton

Continued .....

BACKGROUND

Item 26 of the 18th report of the Transport and Environment Committee, as adopted by City Council on October 29, 1985, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owner of the lands. The present owner of these lands is Ortega Properties Limited.

For the Committee's information, the additional funds are required for payment of the City's share of construction based on the successful contractor's unit prices.

TE:dh

cc: E. Matthews, City Treasurer
Att: B. Hotrum

cc: J. J. Schatz, Secretary
Co-ordinating Committee

4(b)

F O R A C T I O N

REPORT TO: SECRETARY OF
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, ACTING
COMMISSIONER OF ENGINEERING

DATE: 1990 January 18
COMM FILE:
DEPT FILE: See
ID#lorie Schedule

SUBJECT

Incorporating certain City lands into various streets, avenues, etc.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate certain City lands into various streets, etc. as described in Schedule"A" appended hereto, to be approved during the pleasure of Council.

Ted Gill P.Eng.

E. M. GILL, ACTING
COMMISSIONER OF ENGINEERING

HMS:lj
Attach.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Greenhill Avenue	Part of Lots 27 & 28, Concession 4, (formerly Saltfleet Twp.) designated as Part 2, Exprop. Plan registered as #223432LT	(NIL)	To extend Greenhill Avenue southerly, south of Plan 62M-375	S702-27
Queen Victoria Drive	Part of Block "AX", Plan M-192, designated as Part 1, Plan 62R-10839	(NIL)	To provide access & hook-up between Queen Victoria Drive (as established by By-Law No. 83-245) & Queen Victoria Drive, Plan 62M-192	S716-01
Quaker Crescent	Part of Block "AX", Plan M-192, designated as Part 2, Plan 62R-10839	(NIL)	To provide access from Part 1, Plan 62R-10365 to Quaker Crescent, Plan 62M-192	S716-01
Limeridge Road	Part of Lot 11, Concession 7, (formerly Twp. of Barton) designated as Part 3, Plan 62R-8963	(NIL)	To provide access to and from Limeridge Road to Parts 1 & 2, Plan 62R-8963	S610-03

4(c)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. Gill,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 3
COMM FILE: 3-115
DEPT FILE: T103-50
ID# nancy

SUBJECT:

Inadvertent Encroachment Agreements

RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreemments satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this priviledge.

FINANCIAL IMPLICATIONS

See above "Recommendation".

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

Cont'd ...

1990 January 30

Inadvertent Encroachment Areements

Cont'd ....

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:

c.c. S. Gabruss, City Solicitor's Dept.

SCHEDULE "A"

City Council Date:

Address/Location	Type of Encroachment	Owner	Solicitor/Agent Address	Fees 1st Year/Annual	File No.
12 Clyde Street	Veranda & Steps 7.72' X 1.46'	Luciano Fuoco	Willard & Devitt Barristers & Solicitor 155 Roncesvalles Ave Toronto, Ontario M6R 2L3	$105.00 - $20.00	T103-50(844)
89-91 West Ave North	Building 32' X 0.67' Porch 16.42' X 1.03'	Adam Socha	Harvey Katz & Associates Barristers & Solicitors 14 Hess Street South Hamilton, Ontario L8P 3M9	$46.00	T103-50(838)
15 Grant Avenue	Steps 2.06' X 4'	Pasqualle Filice and Ida Filice		$105.00 - $20.00	T103-50(847)
31-33 Douglas Street	Veranda & Steps 0.33m X l.8m Veranda & Steps 0.30m X 1.7m		Aylesworth, Thomspon, Phelan, O'Brien Barristers & Solicitors P.O. Box 15, Suite 3000 South Tower Royal Bank Plaza Toronto, Ontario M5J 2J1	$105.00 - $20.00	T103-50(819)

FOR ACTION

5(a)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 16
COMM FILE: 3-9.7
DEPT FILE: TEC-17-1990

SUBJECT: East side of Hummingbird Lane, north of Skylark Drive - Extension of Existing School Bus Loading Zone

RECOMMENDATION:

a) That the existing school bus loading zone on the east side of Hummingbird Lane which commences at a point 542 feet south of Bobolink Road and extends to a point 80 feet southerly be extended such that the regulation commences at a point 502 feet south of Bobolink Road and extends to a point 120 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

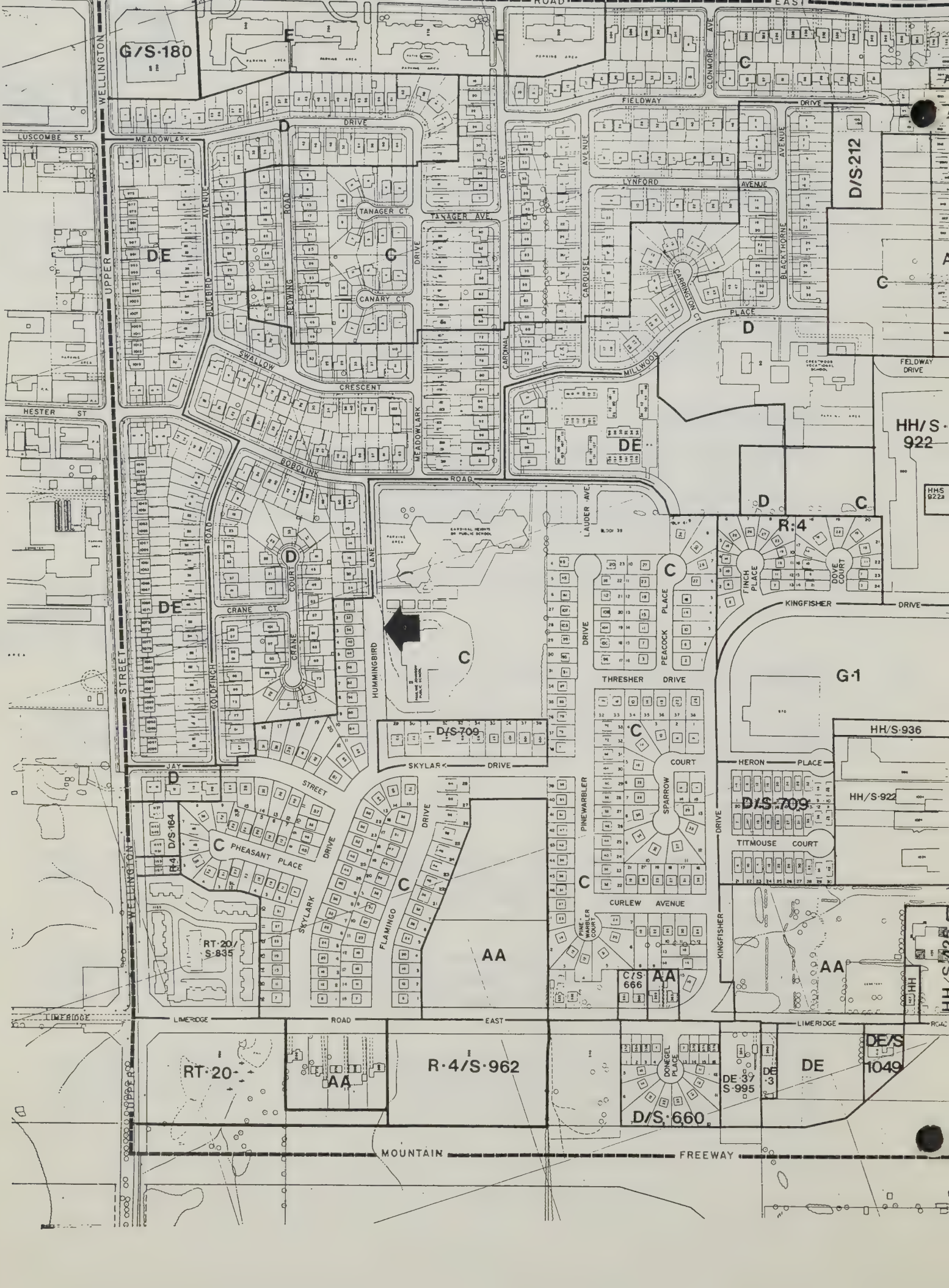
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Susan Wilson of the Board of Education for the City of Hamilton to extend the existing school bus loading zone on the east side of Hummingbird north of Skylark to accommodate one additional school bus.

Presently, there is unrestricted free parking on the west side and a parking prohibition on the east side of Hummingbird between Bobolink and Skylark except for the existing school bus loading zone which presently accommodates two school buses.

Since the remainder of east side of the street in front of the school is signed "No Parking" an extension to the existing school bus loading zone would not result in a loss of any on-street parking. Therefore, the Traffic Department concurs with the request.


G/S-180
WELLINGTON
UPPER
STREET
LUSCOMBE ST
MEADOWLARK
DRIVE
BLUEBIRD
AVENUE
ROAD
REDWING
TANAGER CT.
TANAGER AVE.
CANARY CT.
SWALLOW
CRESCENT
HESTER ST
BOBOLINK
MEADOWLARK
CARDINAL
DRIVE
AVENUE
CAROUSEL
LYNFORD
CLONMORE
FIELDWAY
D/S-212
BLACKTHORNE
CARRINGTON CT.
PLACE
MILLWOOD
FIELDWAY DRIVE
HH/S-922
LAUDER AVE.
LANE
CRANE CT.
COURT
HUMMINGBIRD
GOLDFINCH
R-4
FINCH PLACE
DOVE COURT
KINGFISHER
DRIVE
PEACOCK PLACE
THRESHER DRIVE
G-1
D/S-709
SKYLARK DRIVE
JAY
STREET
HERON PLACE
HH/S-936
TITMOUSE COURT
SPARROW COURT
PINEWARBLER
CURLEW AVENUE
D/S-164
PHEASANT PLACE
SKYLARK
FLAMINGO
RT-20/S-835
AA
C/S-666
LIMERIDGE
ROAD
EAST
RT-20
R-4/S-962
DONEGEL PLACE
D/S-660
DE-37 S-995
DE-3
DE
DE/S-1049
MOUNTAIN
FREEWAY

FOR ACTION

5(b)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE:
DEPT FILE: TEC-19-90

SUBJECT: Apartment Building at No. 849 Concession Street - Application for Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment building at No. 849 Concession Street.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There is a potential for $10.00 per month in revenue from the sale of parking permits to residents of this apartment building.

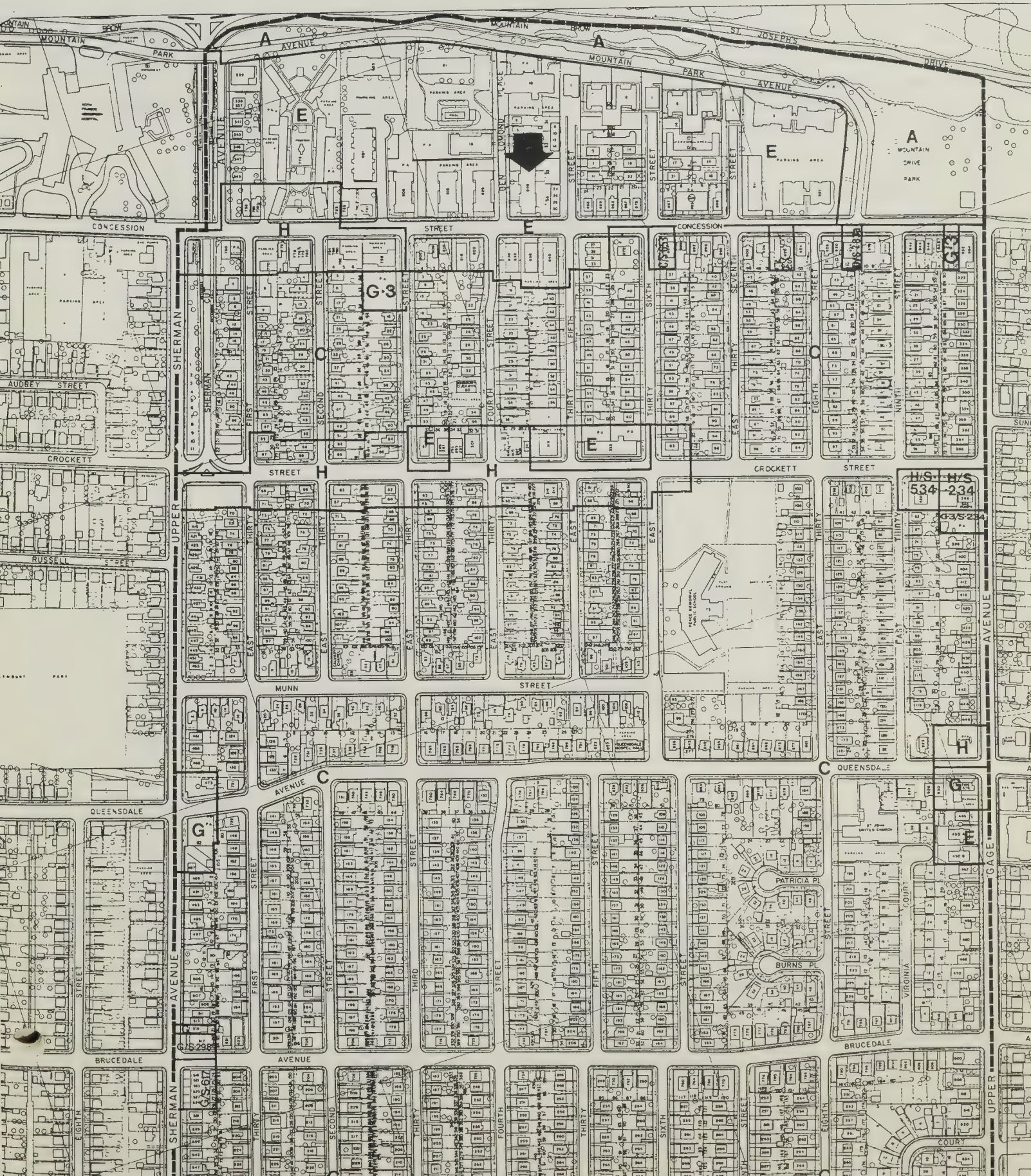
BACKGROUND:

The Traffic Department has received a request from a resident from the apartment building at No. 849 Concession Street, that time limit exemption permits be issued to residents of this building. The apartment building is located on the north side of Concession Street between Ben Lomond Place and East 35th Street, and the applicant had indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are 41 dwelling units in the subject apartment building, and that there are 36 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that the streets in this area are generally moderately parked during the day. However, it appears that the parking is mostly non-resident, short-term parking since there has not been a high demand for time limit exemption permits by residents. Therefore, the issuance of permits to residents of this building should not create any parking difficulties for other area residents.

The zoning By-law requires that a minimum of 50 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 14 off-street parking spaces in accordance with the current zoning By-law requirements. However, it would be appropriate to issue a maximum of five parking permits (at the rate of one permit per unit) to the residents of this building on a first come first served basis.


MOUNTAIN BROW
MOUNTAIN PARK AVENUE
ST. JOSEPH'S DRIVE
MOUNTAIN DRIVE PARK
CONCESSION
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
MUNN STREET
SHERMAN AVENUE
UPPER GAGE AVENUE
DEN COMOND PLACE
PATRICIA PL
BURNS PL
VIRONIA COURT
PEACE MEMORIAL PUBLIC SCHOOL
H/S 534-234
G3/S-234
G3/S-298
G3/S-67

FOR ACTION

5(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 16
COMM FILE:
DEPT FILE: TEC-251-89

SUBJECT: The north side of Gertrude Street, west of Depew Street - request for relocation of wheelchair zone loading zone.

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Gertrude Street commencing at a point 587 feet west of Depew Street and extending to a point 28 feet westerly, be extended such that the regulation commences at a point 615 feet west of Depew Street and Extends to a points 26 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

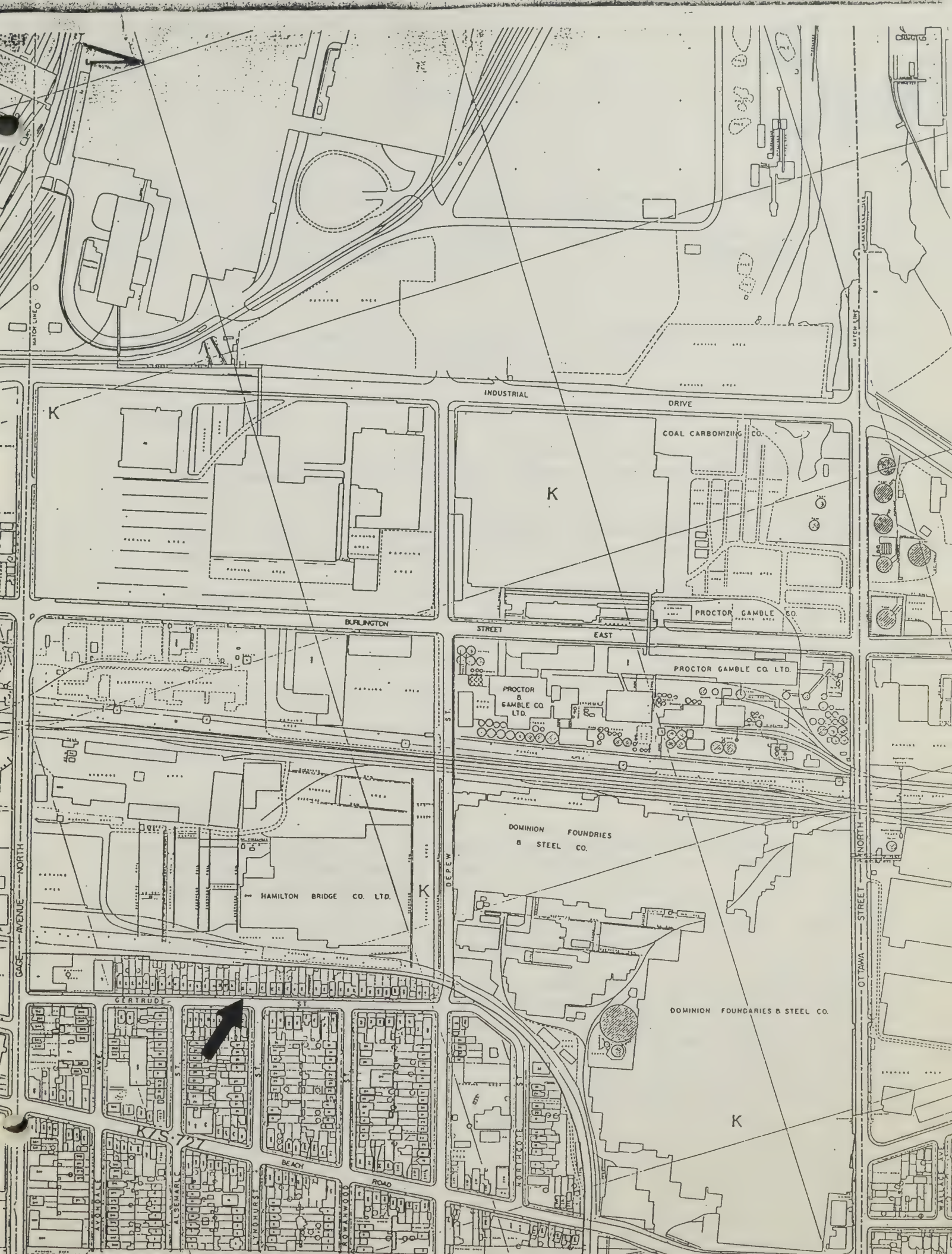
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The City Council on 1989 April 25 approved a recommendation to establish a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation directly in front of the residential property at No. 69 Gertrude Street. However, since the implementation of this regulation, the resident has requested that the existing regulation be relocated to the westerly side of her property in order to facilitate access into the space by Darts buses. The space is presently located on the north side of Gertrude on the top of the "T" intersection with Lyndhurst, and the applicant has expressed concern that Darts buses have difficulty accessing the space when turning off of Lyndhurst.

Relocating the loading zone as requested will not result in any loss of additional on-street parking, and will still be located in front of the applicant's property. Therefore, the Traffic Department concurs with the request.


INDUSTRIAL
DRIVE
COAL CARBONIZING CO.
PROCTOR GAMBLE CO.
BURLINGTON
STREET
EAST
PROCTOR GAMBLE CO. LTD.
PROCTOR & GAMBLE CO. LTD.
DOMINION FOUNDRIES & STEEL CO.
HAMILTON BRIDGE CO. LTD.
DEPEW ST.
GAGE AVENUE NORTH
OTTAWA STREET NORTH
GERTRUDE ST.
BEACH ROAD
K/S-727

FOR ACTION

5(d)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 26
COMM FILE:
DEPT FILE: TEC-25-90

SUBJECT: No. 382 Mary Street - Request for a Reserved Permit Parking Space for a Handicapped Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing 91 feet south of Simcoe Street East and extending to a point 23 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Domingos Darocha, 382 Mary Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

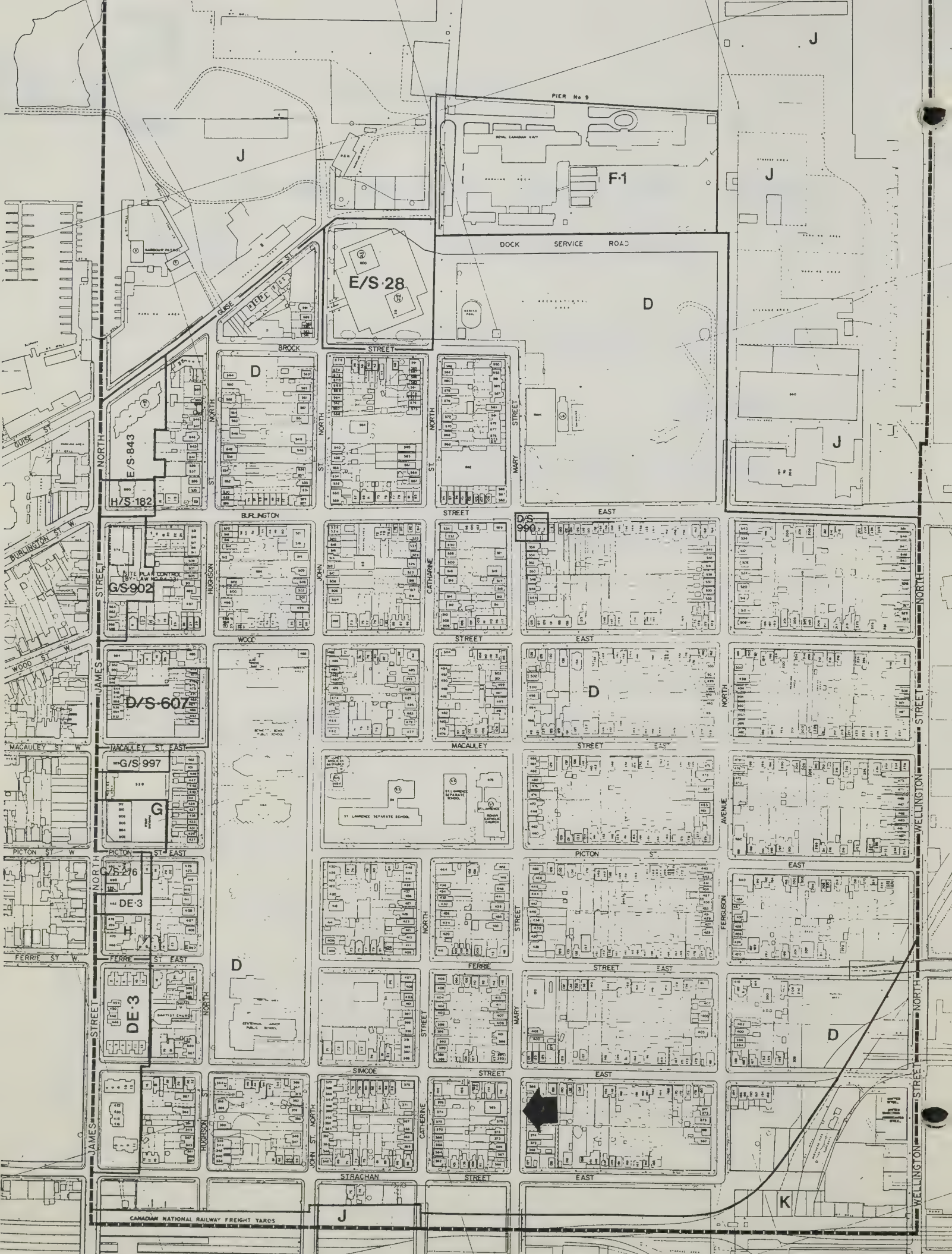
Sufficient funds are provided in the 1990 Traffic Department's operating budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. D. Darocha, 382 Mary Street, that a "Permit Parking" space be designated on the street in front of his home since he is handicapped.

Mary Street has a 30 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual "Permit Parking" spaces in front of handicapped residents homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services. The Social Services Department has advised that Mr. Darocha possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


PIER No 9
ROYAL CANADIAN NAVY
F-1
J
DOCK SERVICE ROAD
E/S-28
D
GUISE ST
E/S-843
H/S-182
BROCK STREET
BURLINGTON STREET
SITE PLAN CONTROL BY-LAW No. 84-331
G/S-902
D/S-990
EAST
WOOD STREET
D/S-607
MACAULEY STREET
G/S-997
G
ST. LAWRENCE SEPARATE SCHOOL
PICTON STREET
G/S-276
DE-3
H
FERRIE STREET
SIMCOE STREET
STRACHAN STREET
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
K
NORTH
JAMES
HUGHSON
JOHN
CATHARINE
MARY
FERGUSON
WELLINGTON
AVENUE

FOR ACTION

6(a)

REPORT TO:

Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 29
COMM FILE:
DEPT FILE: TEC-26-90

SUBJECT:

West side of Hummingbird Lane between Skylark Drive and Bobolink Road - Parking Regulations.

RECOMMENDATIONS:

(a) That a "No Parking, 8:00 am to 4:00 pm, Monday to Friday" regulation be implemented on the west side of Hummingbird Lane between Skylark Drive and Bobolink Road; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

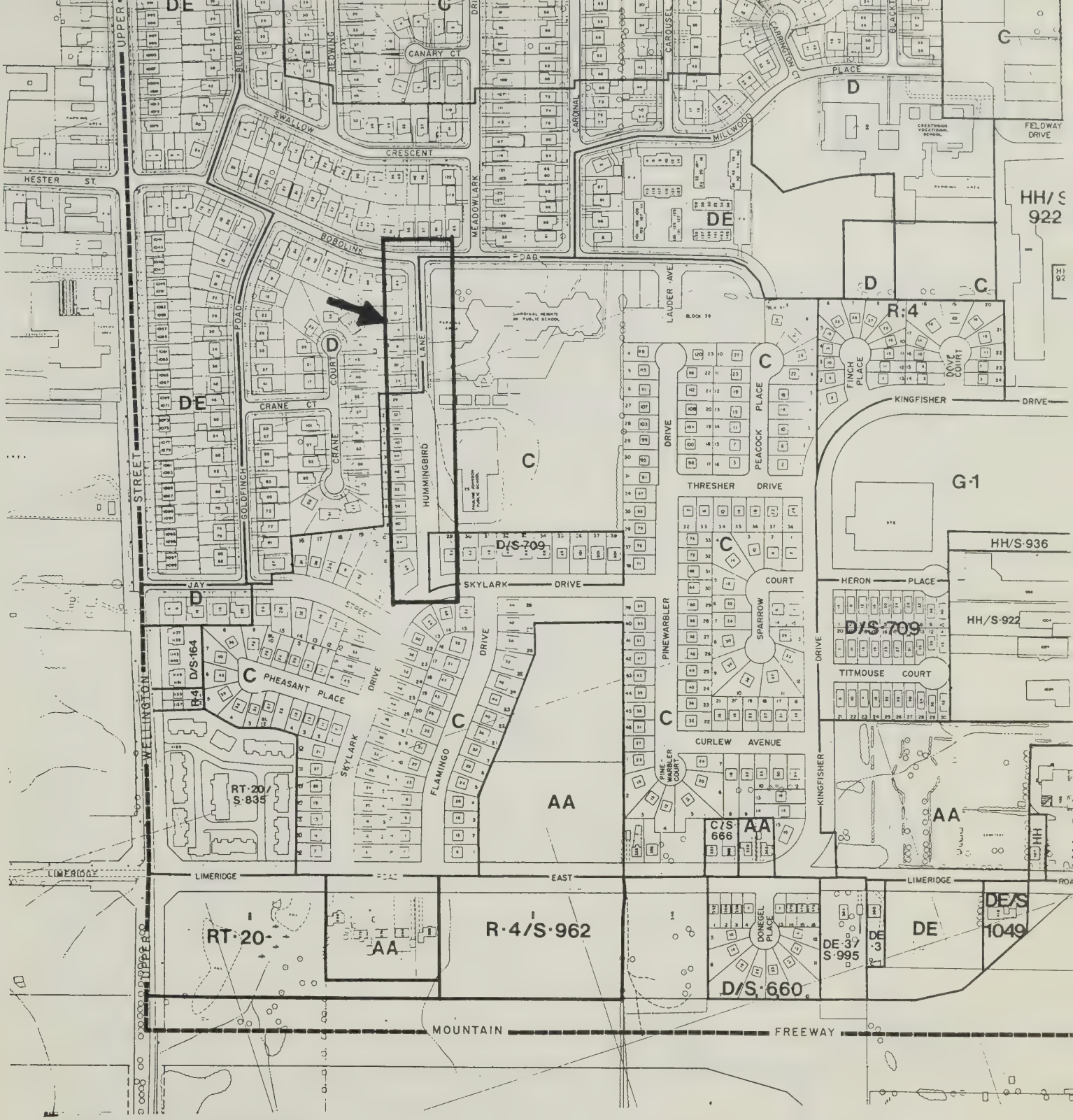
BACKGROUND:

Alderman John Gallagher has forwarded to the Traffic Department a copy of a petition signed by representatives of 12 of the 17 one, two and three family dwellings abutting Hummingbird Lane in the block between Skylark Drive and Bobolink Road. All 12 residents support the implementation of a "No Stopping, 8:00 am to 4:00 pm, Monday to Friday" regulation on the west side of the street in front of their homes. The resident who circulated the petition has expressed concern that driveway movements are difficult because of parking on the west side of the street in front of the resident's homes while loading and unloading of school buses and private vehicles occurs on the east side of the street. The Traffic Department has investigated this request and has the following report.

Hummingbird Lane has a 28-foot pavement width, and presently, there is unrestricted free parking on the west side in front of the single family homes and a "No Parking" regulation along with school bus loading zones on the east side in front of Cardinal Heights and Pauline Johnson Elementary Schools.

The Traffic Department generally considers parking prohibitions on both sides of local residential streets to be over-restrictive and unnecessary, and in this particular case, the residents would not be able to even stop to load and unload their vehicles in front of their homes if a "No Stopping" regulation is implemented.

A parking prohibition in front of the residents' homes would facilitate driveway movements, but would still allow loading and unloading to occur on the residential side of the street, and it is likely that these loading activities will only occur for short time periods each day during the school pick up and drop off period. Therefore, although 71% of the residents have indicated their support for a part-time stopping prohibition in front of their homes, the Traffic Department recommends that parking be prohibited on this side of the street from 8:00 am to 4:00 pm, Monday to Friday, rather than a stopping prohibition.



7	65	18
56	16	130
82	33	118

FOR ACTION

6(b)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE: 3-9.2
DEPT FILE: TEC-23-90

SUBJECT: Rideau Crescent between Moxley Drive and the west end - Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Rideau Crescent between Moxley Drive and the west end, such that parking is prohibited.

- On the north side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and

- On the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That in combination with the "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, seven days a week", regulation be implemented on both sides of Rideau Crescent between Moxley Drive and the west end; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

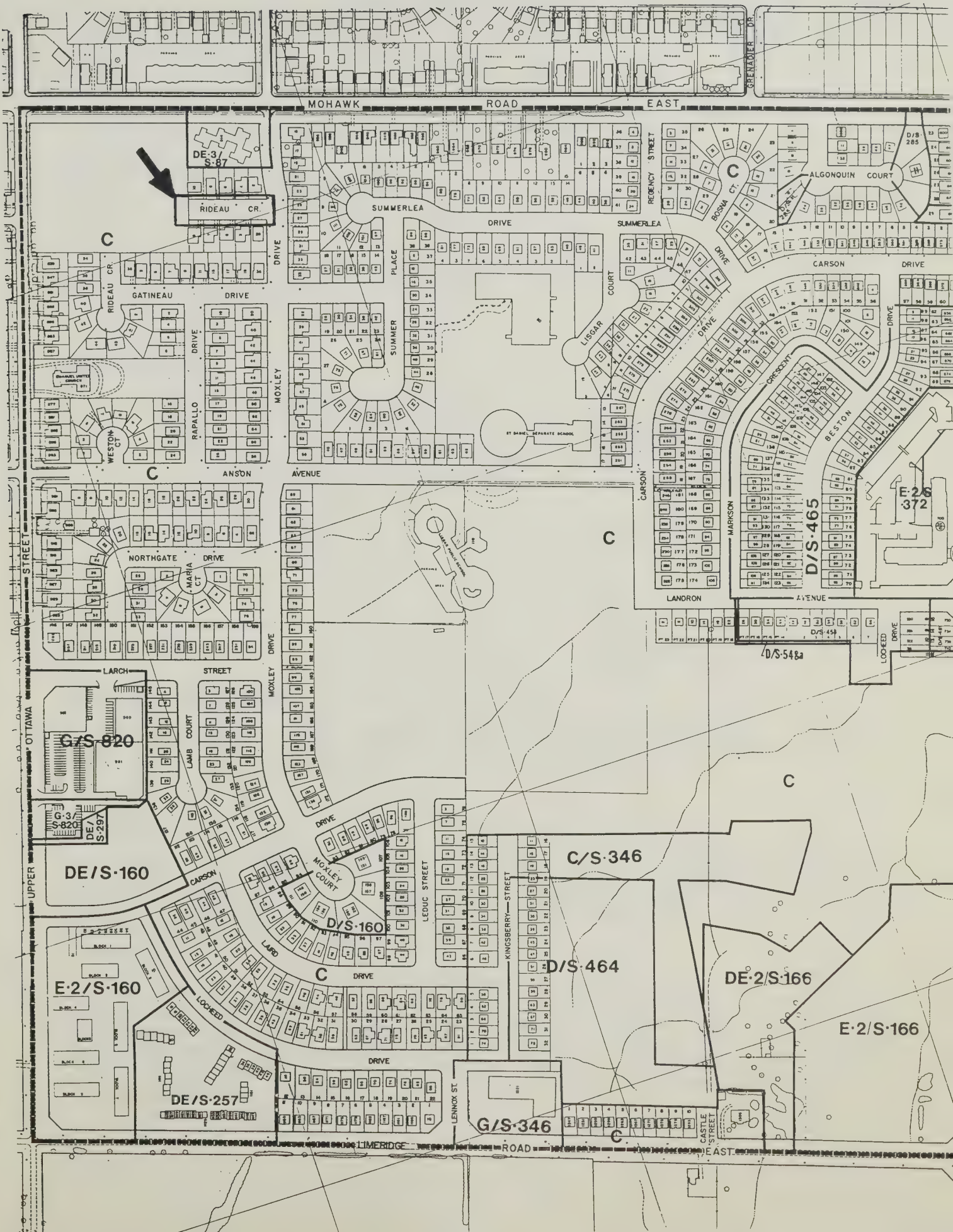
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition which was signed by

representatives of all ten of the one, two and three family dwellings abutting Rideau between Moxley and the west end, requesting that an "Alternate Side Parking" regulation in combination with a "One Hour Parking Time Limit" regulation be implemented on their street. All ten residents are in favour of the proposed regulations. Presently, there is unrestricted free parking on both sides of the street.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by residents of the townhouses on Mohawk Road. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits, at a cost of $2.00 per month per permit, to exempt their vehicles from the signed parking time limit. Adequate resident and visitor parking has been provided for the townhouses in accordance with current Zoning By-law requirements. Therefore, since 100% of the abutting residents are in favour of the proposed regulations the Traffic Department concurs with the request.


MOHAWK ROAD EAST
GRENADIER DR.
DE-3/S-87
RIDEAU CR.
SUMMERLEA DRIVE
REGENCY STREET
BOSNIA CT.
ALGONQUIN COURT
CARSON DRIVE
GATINEAU DRIVE
SUMMER PLACE
LISGAR COURT
MOXLEY DRIVE
RAPALLO DRIVE
WESTON CT.
ANSON AVENUE
ST. DANIEL SEPARATE SCHOOL
CRESCENT
BESTON
MARKSON
D/S-465
E-2/S-372
LANDRON AVENUE
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
G/S-820
G-3/S-820
DE/S-297
DE/S-160
UPPER OTTAWA STREET
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSBERRY STREET
C/S-346
D/S-464
DE-2/S-166
E-2/S-166
E-2/S-160
LOCHEED DRIVE
D/S-548a
D/S-459
DE/S-257
LENNOX ST.
G/S-346
CASTLE STREET
LIMERIDGE ROAD EAST
C

FOR ACTION

6(c)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 19
COMM FILE: 3-9.2
DEPT FILE: TEC-13-90

SUBJECT: North Side of Aikman Avenue, east of Wentworth Street South - parking regulations.

RECOMMENDATION:

a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Aikman Avenue commencing 207 feet east of Wentworth Street South and extending to a point 75 feet easterly therefrom be extended such that it commences at a point 142 feet east of Wentworth Street South and extends to a point 140 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates for manufacturing, erecting and maintaining the required signs.

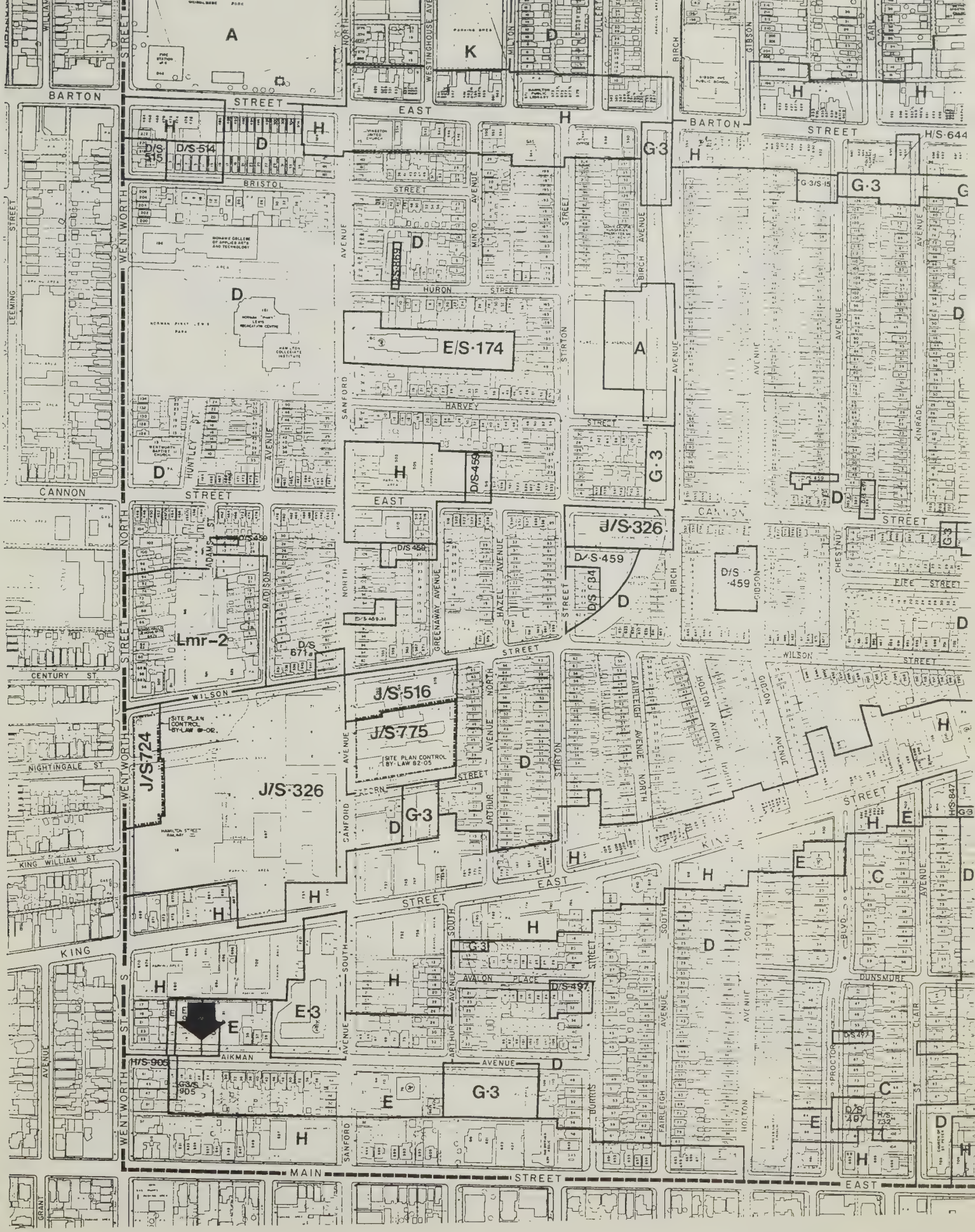
BACKGROUND:

The manager of the Aikman Lodge retirement home, 19 Aikman Avenue, has requested that an existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation to the east of this property be extended to include the frontage of this property in order to facilitate truck movements into and out of the property.

An investigation has revealed that Aikman Avenue presently has a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street between Wentworth Street and Sanford Avenue except that the north side for approximately 75 feet to the east of Aikman Lodge is presently signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" to facilitate driveway access to an industrial property which previously occupied these lands.

The Traffic Department has confirmed that because of the narrow pavement width of Aikman, parked vehicles on both sides of the street would no doubt interfere with truck movements. Therefore, the Traffic Department concurs with the request to extend the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation across the frontage of the applicants business.

The proposed extension of the part-time parking prohibition will result in a loss of one on-street space directly in front of Aikman Lodge. This section of street is generally not heavily parked and parking can still occur in this area after 6:00 p.m. each day from Monday to Saturday and all day on Sundays. Therefore, no parking problems would be anticipated.


BARTON STREET EAST
BARTON STREET
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
CANNON STREET
WILSON STREET
WILSON STREET
KING WILLIAM ST
KING STREET EAST
MAIN STREET EAST
NIGHTINGALE ST
CENTURY ST
WENTWORTH STREET NORTH
WENTWORTH STREET SOUTH
SANFORD AVENUE NORTH
SANFORD AVENUE SOUTH
STIRTON AVENUE
MINTO AVENUE
BIRCH AVENUE
GIBSON AVENUE
KINRADE AVENUE
CHESTNUT AVENUE
FIFE STREET
DUNSMURE AVENUE
PROCTOR BLVD
CLAIR AVENUE
HOLTON AVENUE
FAIRLEIGH AVENUE
DUMAS AVENUE
ARTHUR AVENUE
BAZEL AVENUE
GREENAWAY AVENUE
ADAM ST
MADISON AVENUE
AVALON PLACE
AIKMAN AVENUE
HUNTLEY ST
LEEMING AVENUE
WESTINGHOUSE AVENUE
FULLERTON AVENUE
EARL AVENUE
A
K
D
H
G-3
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
E-3
D/S-514
D/S-459
D/S-671
D/S-497
H/S-905
H/S-644
H/S-847
H/S-732
G-3/S-15
SITE PLAN CONTROL BY-LAW 82-05
SITE PLAN CONTROL BY-LAW 81-02

FOR ACTION

6cd1

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE:
DEPT FILE: TEC-24-90

SUBJECT:

South side of Roxborough Avenue between Graham and Houghton Avenues - Parking Regulations.

RECOMMENDATIONS:

(a) That the existing "No Parking, 8:00 am to 4:00 pm, Monday to Friday" regulation on the south side of Roxborough Avenue between Graham and Houghton Avenues be shortened, such that the regulation commences at Graham Avenue and extends to a point 96 feet easterly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

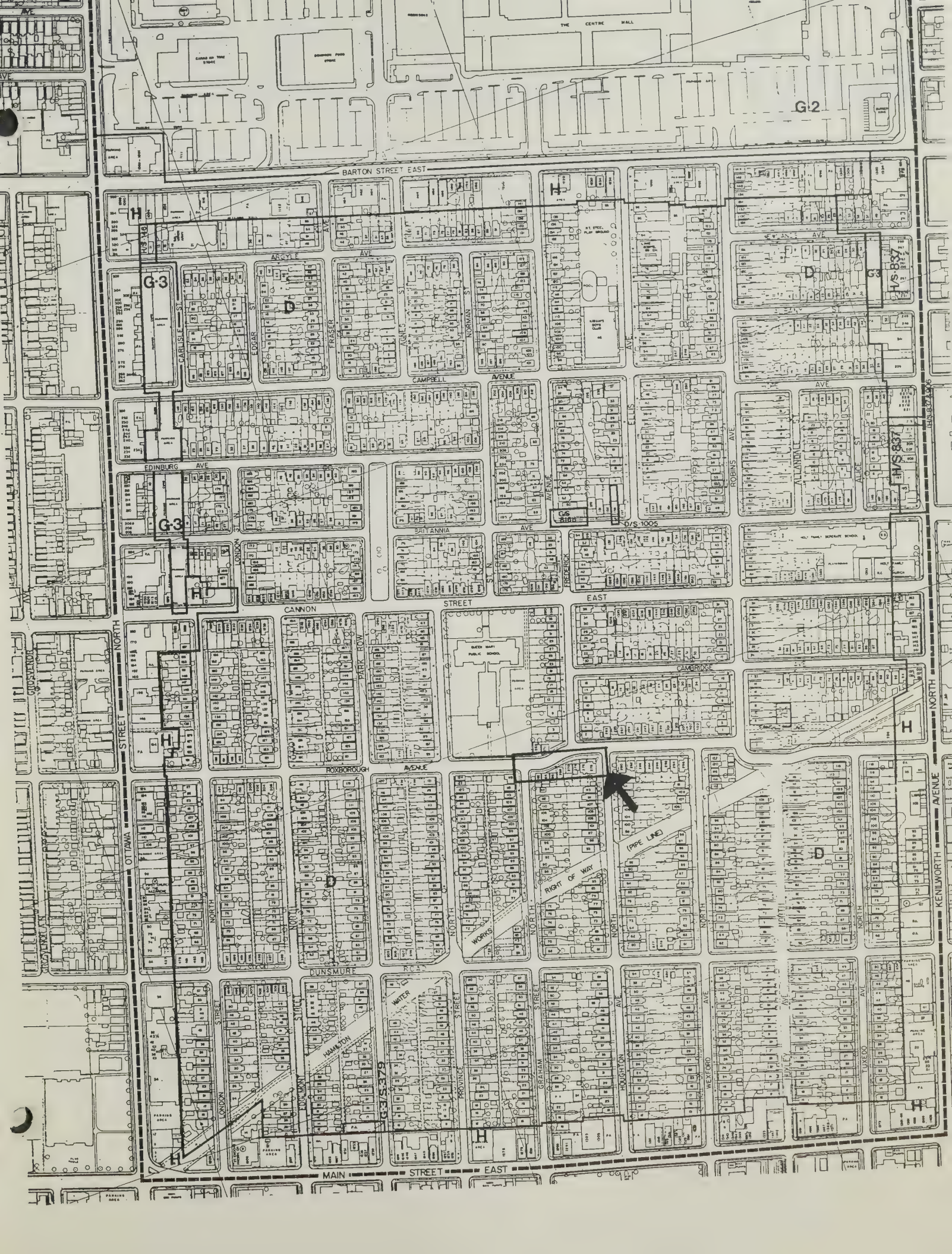
Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of revising the signing.

BACKGROUND:

On 1989 September 18, the Transport and Environment Committee approved a recommendation to implement a "No Parking, 8:00 am to 4:00 pm, Monday to Friday" regulation on the south side of Roxborough Avenue in the block between Graham and Houghton in order to improve visibility for children crossing Roxborough Avenue in this area. The recommendation was approved by the City Council on 1989 September 26, and the part-time parking prohibition was implemented shortly thereafter.

Alderman Dave Christopherson forwarded to the Traffic Department on 1990 January 28 a petition signed by 40 area residents expressing concern with the recently implemented part-time parking prohibition in this block. Alderman Christopherson has asked the Traffic Department to again review this matter.

It has been determined that a reasonable compromise between the safety of school children and the parking demand by residents would be to shorten the part-time parking prohibition such that it extends only to a point 96 feet east of Graham Avenue. This will restore five on-street parking spaces to the south side of the street during the day, and parking could still occur during the evening hours and on weekends immediately east of Graham.


BARTON STREET EAST
G-2
G-3
H/S 837
D/S 1005
CAMPBELL AVENUE
BRITANNIA AVE
CANNON STREET EAST
ROXBOROUGH AVENUE
DUNSMURE
MAIN STREET EAST
CAMBRIDGE
KENILWORTH AVENUE
PARK ROW
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE
ALICE ST
FREDERICK ST
LONDON ST N
EDINBURG AVE
ARGYLE AVE
GOODYEAR
OTTAWA STREET NORTH
WATER STREET
HAMILTON
LONDON
DOCK ROAD
PROVINCE
GRAHAM
HOUGHTON
WEXFORD
TUXEDO
RIGHT OF WAY
(PIPE LINE)
WORKS
THE CENTRE MALL

6(e)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE:
DEPT FILE: TEC-22-90

SUBJECT: East side of Locke Street North between Napier Street and Peter Street - Parking Regulations

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the east side of Locke Street which commences 80 feet north of Napier Street and extends to a point 152 feet northerly therefrom be shortened such that the regulation commences 80 feet north of Napier and extends to a point 102 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

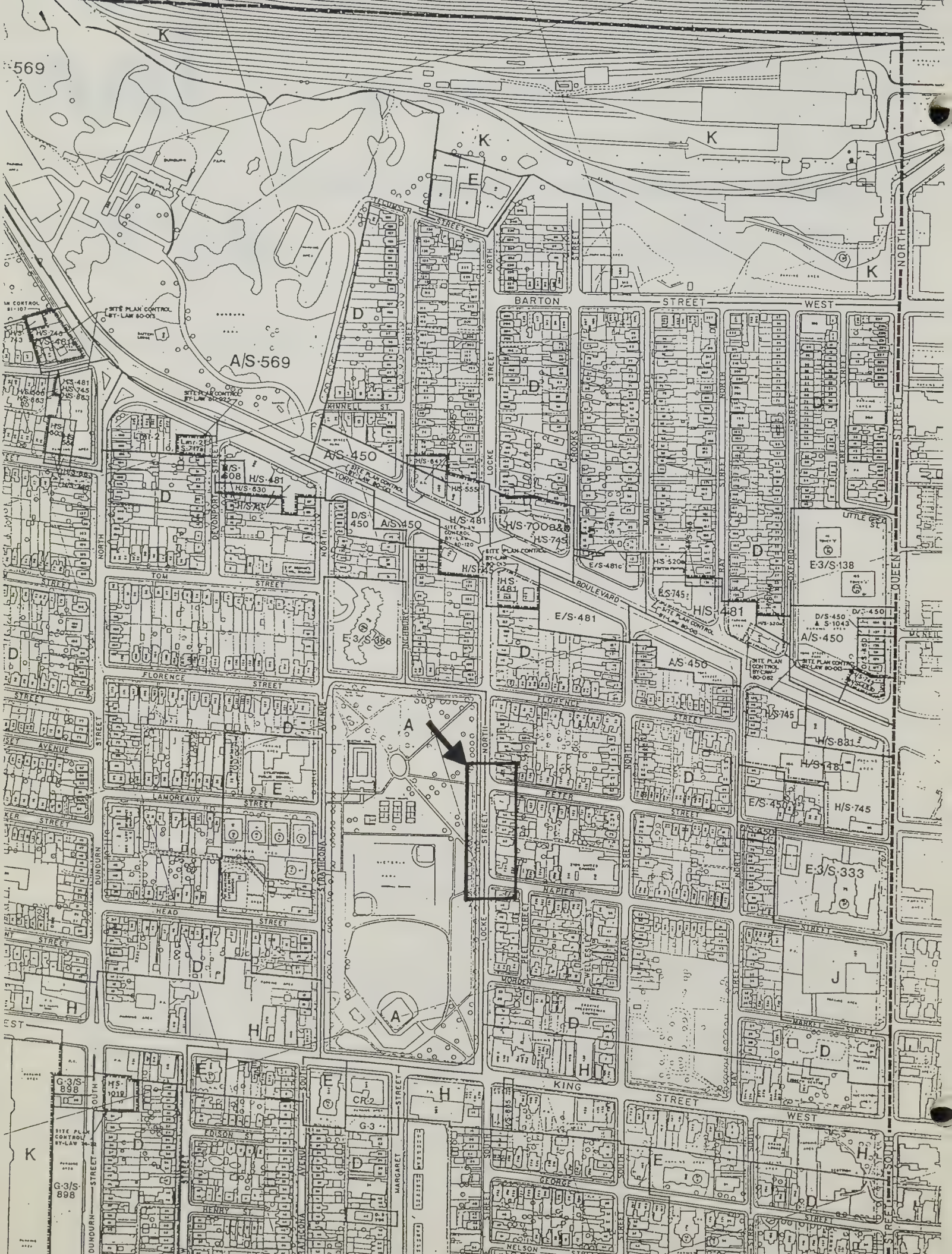
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of relocating the existing signs.

BACKGROUND:

On 1989 August 30, the City Council approved a petition to implement a "Permit Parking" regulation on the east side of Locke between Napier and Peter. The petition indicated that all five residents abutting the proposed regulation were in support of "Permit Parking". The signs were erected on 1989 September 22.

The owners of the properties at 66 and 68 Locke Street North have now contacted the Traffic Department and requested that the regulation be removed from in front of their homes. A review has indicated that the original petition was signed by the tenants of these two properties, one of which has moved and the other has never purchased a permit to park his vehicle in this area. Therefore, the Traffic Department concurs with the request. The "Permit Parking" regulation will remain in front of the other petitioner's homes.


569
K
E
D
A/S·569
A/S·450
H/S·481
H/S·630
H/S·708
H/S·745
E/S·481
E·3/S·138
E·3/S·333
E·3/S·366
A/S·450
D/S·450
H/S·831
E/S·450
G·3/S·898
CR·2
J
BARTON STREET WEST
KING STREET WEST
QUEEN STREET NORTH
BOULEVARD
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
HENRY ST.
EDISON ST.
KINNEAR ST.
NAPIER STREET
PETER STREET
WORDEN STREET
MARKET STREET
GEORGE STREET
NELSON STREET
LOCKE STREET NORTH
LOCKE STREET SOUTH
BAY STREET NORTH
BAY STREET SOUTH
MARGARET AVENUE
DUNDURN STREET SOUTH
STRATHCONA AVENUE
OXFORD STREET
CROOKS STREET
DEVONPORT STREET
INCHBURY STREET
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-000

FOR ACTION

6 (f)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 26
COMM FILE:
DEPT FILE: TEC-20-90

SUBJECT: South side of Strachan Street East, west of John Street North - Parking Regulations

RECOMMENDATION:

a) That a "One Hour Parking Time Limit", to be in effect 24 hours a day, Monday to Friday, be implemented on the south side of Strachan Street East from John Street North to a point 141 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

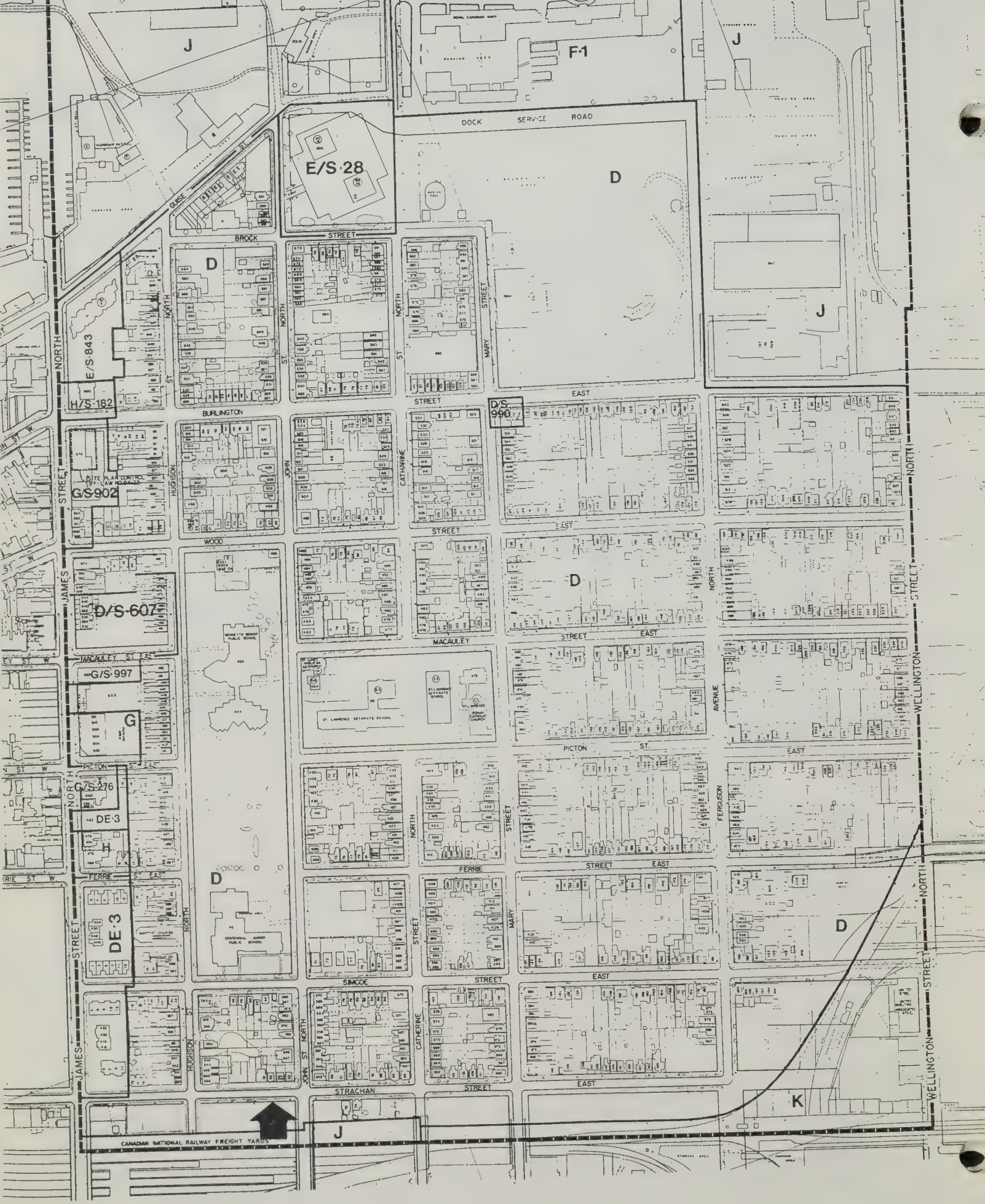
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition which was signed by representatives of four of the five, one, two and three family dwellings abutting Strachan, west of John, requesting that a "One Hour Parking Time Limit" to be in effect 24 hours a day, Monday to Friday, be implemented on the south side of the street opposite the residents' homes.

Presently, there is a parking prohibition on the north side and unrestricted free parking on the south side of the street in this area. The residents have expressed concern regarding long-term non-resident parking by Go Transit customers.

The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents are aware that they would be entitled to purchase permits at a cost of $2.00 per month per permit to exempt their vehicles from the signed time limit. Therefore, since 80% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.


J
F-1
J
DOCK SERVICE ROAD
E/S-28
D
QUEEN
BROCK STREET
D
NORTH ST
NORTH ST
MARY STREET
J
E/S-843
H/S-182
BURLINGTON STREET EAST
D/S-990
NORTH WELLINGTON STREET
G/S-902
SITE PLAN CONTROL BY-LAW No 80-225
HUGHSON STREET NORTH
JOHN STREET NORTH
CATHARINE STREET NORTH
WOOD STREET EAST
D
JAMES STREET NORTH
D/S-607
BENEDICTO SENIOR PUBLIC SCHOOL
MACAULEY STREET EAST
G/S-997
G
ST LAWRENCE SEPARATE SCHOOL
ST LAWRENCE SEPARATE SCHOOL
ROMAN CATHOLIC CHURCH
PICTON STREET EAST
AVENUE
G/S-276
DE-3
H
FERGUSON STREET NORTH
FERRIE STREET EAST
D
DE-3
GEORGE VANIER JUNIOR PUBLIC SCHOOL
MARY STREET NORTH
SIMCOE STREET EAST
D
HUGHSON ST NORTH
JOHN ST NORTH
CATHARINE STREET NORTH
STRACHAN STREET EAST
K
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
J

FOR ACTION

6(g)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE:
DEPT FILE: TEC-18-90

SUBJECT:

Intersection of McElroy Road East and Upper Wellington Street - Corner Clearance

RECOMMENDATIONS:

(a) That a stopping prohibition be implemented on the north side of McElroy Road East between Upper Wellington Street and a point 55 feet westerly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

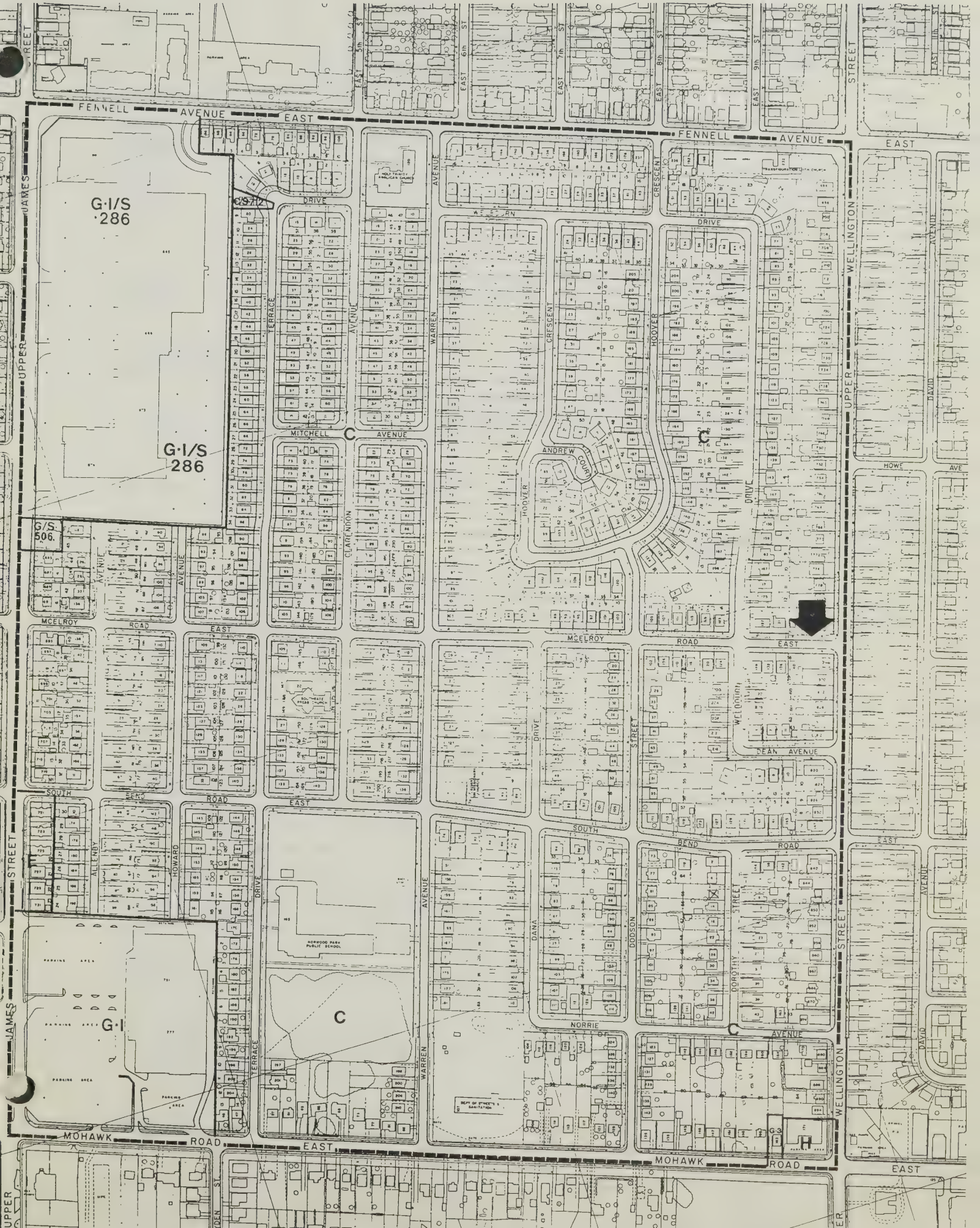
Sufficient funds are available in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In report TEC-294-89, the Traffic Department reported respecting a request by Alderman John Gallagher on behalf of the resident at no. 27 Clarendon Avenue, that a corner clearance be implemented on McElroy, west of Upper Wellington, to improve visibility and to facilitate turning movements at this intersection. The Committee, and subsequently the City Council on 1989 November 28, approved the implementation of a "No Parking" corner clearance on the south side of McElroy between Upper Wellington and a point 54 feet westerly therefrom, and the "No Parking" sign was erected on 1989 December 19. However, the resident at no. 27 Clarendon has again complained to Alderman Gallagher regarding conditions at this intersection, and has requested that parking also be prohibited on the north side of this 28 foot wide street to improve turning movements at the intersection.

Although the Traffic Department has not observed any vehicles being parked illegally on the north side too close to the intersection, motorists no doubt

park their vehicles in this area from time to time. An investigation has revealed that the street is generally lightly parked, and that residents in the immediate vicinity all have off-street parking such that the implementation of an additional corner clearance on the north side of the street should not create any parking difficulties. Therefore, the Traffic Department concurs with the request.


FENNELL AVENUE EAST
FENNELL AVENUE EAST
G·I/S ·286
G·I/S 286
G/S 506
G·I
C
C
C
C
H
G3
MITCHELL AVENUE
MCELROY ROAD EAST
MCELROY ROAD EAST
SOUTH BEND ROAD EAST
SOUTH BEND ROAD
NORRIE AVENUE
MOHAWK ROAD EAST
MOHAWK ROAD EAST
ANDREW COURT
DEAN AVENUE
HOWE AVE
JAMES STREET UPPER
WELLINGTON STREET
DAVID AVENUE
TERRACE AVENUE
CLARENDON AVENUE
WARREN AVENUE
HOOVER CRESCENT
HOOVER DRIVE
DODSON DRIVE
DOROTHY STREET
DANA AVENUE
HOWARD AVENUE
ALLENBY AVENUE
NORWOOD PARK PUBLIC SCHOOL
DEPT OF STREETS & SANITATION

6(h)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 25
COMM FILE:
DEPT FILE: TEC-21-90

SUBJECT: East side of Princeton Drive, south of Morningside Drive - Extension of Corner Clearance

RECOMMENDATION:

a) That the existing 99 foot "No Stopping" regulation on the east side of Princeton Drive, south of Morningside Drive, be extended such that the regulation extends to a point 118 feet south of Morningside Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

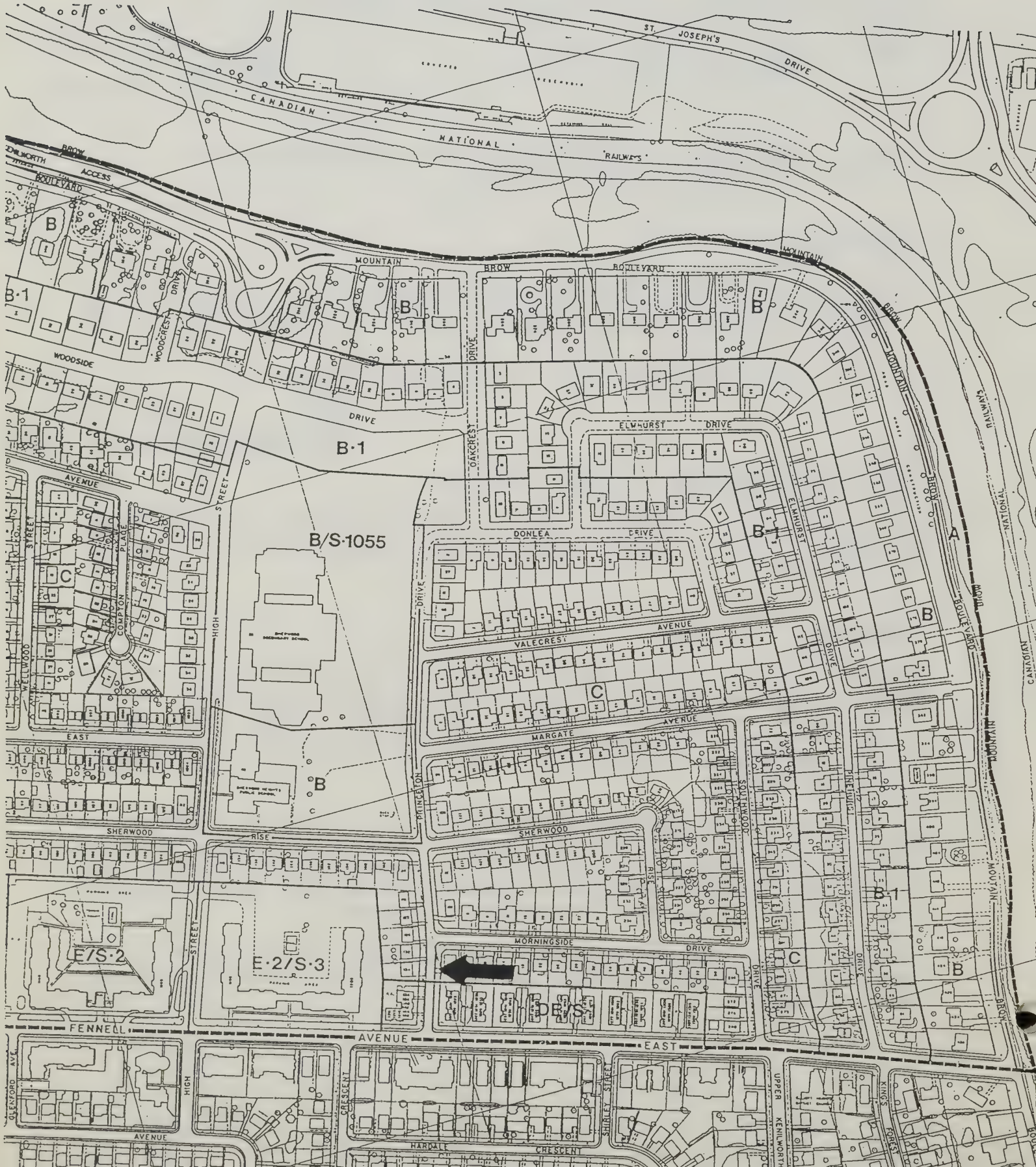
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Recently, the City Council approved a request to extend the existing 25 foot corner clearance on the east side of Princeton, south of Morningside, such that it extends to a point 99 feet south of Morningside. However, the abutting resident at No. 131 Princeton, Mr. Fred Wright, has now requested that the corner clearance be extended an additional 19 feet in order to improve visibility when exiting his driveway.

An investigation has confirmed that visibility is obstructed to some degree by parked vehicles to the south of Mr. Wright's driveway. An extension of the existing corner clearance would result in a loss of only one parking space. However, since the lost space would be directly in front of Mr. Wright's property only, the Traffic Department concurs with the request.

Although the on-street parking at this location is generally heavily parked, the loss of one additional space should not create any serious parking problems for other residents.


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
B-1
B
B/S-1055
C
A
E-1/S-2
E-2/S-3
D-1/S-1
FENNELL AVENUE EAST
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
WOODSIDE DRIVE
OAKCREST DRIVE
COMPTON PLACE
WESTWOOD STREET EAST
HIGH STREET
DARNLEY AVENUE
GLENFORD AVENUE
CRESCENT
HARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH
KING'S FOREST

AIR & WASTE MANAGEMENT ASSOCIATION

Ontario Section

Annual Spring Conference 1990

TOXICS
AN ENVIRONMENTAL PRIORITY

The Skyline Hotel – Toronto Airport
655 Dixon Road
Toronto, Ontario

APRIL 22-24, 1990

First Circular

THE COMMITTEE

Conference Chairman Ed Piché
Ministry of the Environment
Tel: (416) 326-1632
Fax: (416) 326-1733

Technical Program Syd Barton
ORTECH International
Tel: (416) 822-4111-210
Fax: (416) 823-1446

Tony van der Vooren
MacLaren Plansearch Inc
Tel: (416) 756-3866
Fax: (416) 756-4998

Consultants' Buffet Barry Asano
CH2M Hill Engineering Ltd
Tel: (416) 858-2320
Fax: (416) 858-3779

Exhibits Ron Ojanpera
Joy Technologies Canada Inc.
Tel: (519) 578-6400
Fax: (519) 578-8029

Local Arrangements Dave Chadder
RWDI
Tel: (519) 823-1311
Fax: (519) 823-1316

OPCEA Representative Peter Finnis
Procedair Industrie Inc.
Tel: (416) 333-1544
Fax: (416) 333-9488

Poster Session Maria Kelleher
CH2M Hill Engineering Ltd.
Tel: (416) 858-2320
Fax: (416) 858-3779

Publicity Wendy Mortimer
Ontario Hydro
Tel: (416) 231-4111-6979
Fax: (416) 231-9679

Registration & Services Harry McAdie
H.G. McAdie Associates
Suite 300
290 Lawrence Avenue West
Toronto, Ontario M5M 1B3
Tel: (416) 785-7218
Fax: (416) 785-7217

SOCIAL PROGRAMME

A limited number of tickets are available for the April 22 **BLUE JAYS** baseball game (time: 1:30 p.m.). A trip to the Skydome is a must when in Toronto.

Following the game, the **PRESIDENT'S RECEPTION** (wine and cheese) will be held at the Skyline Hotel. Register early, toast old acquaintances and make new ones.

The **CONSULTANTS' BUFFET** will be held on Monday evening. A sumptuous feast is planned with lively after-dinner entertainment by the "Out of the Way Players" who specialize in improvisational comedy.

Luncheons complete with bar service will be held on both Monday and Tuesday. The Ontario Section AWMA **AWARDS LUNCHEON** will be held on Monday.

The **Annual General Meeting** of AWMA-OS will be held on Tuesday morning with breakfast provided to those in attendance.

SPOUSE'S PROGRAMME

Metro Toronto provides a host of cultural, educational and historic sites, as well as "shop 'til you drop" opportunities from major malls to exclusive boutiques. An opportunity will be provided for spouses to meet each morning over breakfast to plan their day. Local hostesses will be on hand to assist and information packages on events and attractions in Toronto will be provided.

Name: _____

Position/Title: _____

Company: _____

Address: _____

_____

_____

Postal Code: _____ Phone: _____

Badge Name: _____

Spouse's Name: _____

Registration Fees

	Pre-registered Post-marked by April 1, 1990	At Door	Please show amount for each item
Full Registration AWMA-OS Members	$225.00	$245.00	
Non-Members*	$235.00	$255.00	
April 23 Only (Technical + Lunch)	$125.00	$135.00	
April 24 Only (Technical + Lunch)	$125.00	$135.00	
Exhibitors' Special (Full Registration + Space + 3 Exhibits Only passes)	$375.00	N.A.	
Extra Lunch Tickets	$25.00	$25.00	
Extra Buffet Tickets	$50.00	$50.00	
Exhibits Only Passes	$10.00	$10.00	
Spouse's Registration (including Buffet)	$50.00	$50.00	
Blue Jay Tickets	$15.00	N.A.	
		TOTAL	

*Includes membership in AWMA-OS until December 31, 1990

OVERVIEW

To celebrate its 30th anniversary, the Ontario Section of AWMA, the Air and Waste Management Association (formerly the Air Pollution Control Association), is presenting a Conference on this very timely topic. We are all aware that public concern over toxic chemicals is increasing dramatically. Previous concerns over such toxics as dioxins, PCBs, mercury and lead are now extending to the vast number of other chemicals in the environment about which less is known. There is also increasing focus on global toxics issues (e.g. long-range transport) and on toxics in everyday materials (e.g. dioxins in paper products).

AWMA-OS has designed this Conference to provide comprehensive coverage of issues relating to the management of toxics in air and waste, with particular emphasis on practical solutions to specific current concerns. A combination of key-note speakers drawn from senior levels of industry and of the Federal and Ontario governments, plus a broad range of contributed papers and posters will inform you on latest developments in

- regulations
- source measurements
- ambient surveys
- site decommissioning
- pathway studies
- effects
- projected future control measures

WHO SHOULD ATTEND?

This Conference will be of particular interest to all managers, scientists and engineers who have environmental responsibilities in industry, government and consulting.

TECHNICAL PROGRAM OUTLINE

Monday, April 23 — **MORNING**

PLENARY SESSION
Chair — *C.J. Baynes,* CJB Associates

- REGULATORY DEVELOPMENTS

  Keynote speakers will focus on Ontario regulations, with relevant input from other jurisdictions, public advocacy groups and the legal profession.

AFTERNOON

CONCURRENT SESSIONS

- EMISSION AND SITE ASSESSMENTS
  Chair – *Trevor Scholtz,* ORTECH International

  The MOE Toxics Inventory, pesticides and groundwater issues, and environmental audits will be among the topics presented.

- MONITORING
  Chair – *John Trought,* Concord Scientific Corporation

  Papers in this session will deal with source assessment, continuous emission monitoring, ambient measurements and analytical aspects.

Tuesday, April 24 — **MORNING**

CONCURRENT SESSIONS

- PATHWAYS AND FATE
  Chair — *Bev Thorpe,* Ministry of the Environment

  Various applications of models, both regulatory and emergency response, will be presented as well as studies on the levels of toxics in the Great Lakes.

- EFFECTS
  Chair — *Bob Willes,* CanTox Inc.

  Multimedia effects studies, the role of risk assessment in upcoming Ontario regulations and site-specific effects studies will be discussed.

AFTERNOON

PLENARY SESSION
Chair — *John Hewings,* Ministry of the Environment

- TOXICS EMISSION CONTROL: Prospects For The Future

  Invited speakers will deal with a number of on-going concerns related to cleanup/decommissioning, the implications of toxics for sustainable development and PCBs.

POSTER SESSIONS

Technical poster presentations are invited on topics in air and waste management relevant to the Conference theme. Displays of products or services are not eligible for poster presentation and should be a part of the Trade Show. Approximately 2m² of mounting space will be available for each poster presentation.

A cash prize will be awarded for the best student entry. Submission details may be obtained from:

Maria Kelleher
CH2M HILL ENGINEERING LTD.
2000 Argentia Road
Suite 100, Plaza 3
Mississauga, Ontario L5N 1V9

ENVIRONMENTAL TRADE SHOW

On Monday, April 23 (1100 to 2130 hrs.) the Ontario Pollution Control Equipment Association (OPCEA) will be arranging a show of suppliers of equipment relevant to the concerns of this Conference, as well as consultants serving the air and waste management fields.

Exhibitors interested in reaching this very influential audience of environmental problem solvers and decision makers are invited to contact:

OPCEA
c/o Procedair Industrie Inc.
3425 Harvester Road
Room 212B
Burlington, Ontario L7N 3N1

Attention: Peter Finnis

1990 Annual Spring Conference
Air and Waste Management Association
Ontario Section
April 22-24, 1990
The Skyline Hotel – Toronto Airport, Toronto, Ontario

"1990 AWMA-OS SPRING CONFERENCE"
Please mail completed **registration form and payment** to:
Dr. H.G. McAdie
H.G. McAdie Associates
Suite 300
290 Lawrence Avenue West
Toronto, Ontario M5M 1B3

Full Registration includes:
- President's Reception — April 22
- Lunches — April 23 and 24
- Consultants' Buffet and Entertainment – April 23
- All Technical Sessions
- All Poster Sessions
- Admission to Exhibits – April 23
- Refreshments

Students are invited to attend the technical sessions free-of-charge but must register.

Entrance to all Conference activities is by badge only.

- Cheques OR Money Orders should be made payable to:

Hotel Accommodation
Please make your hotel reservation **directly** with The Skyline Hotel — Toronto Airport by telephoning 416-244-1711 or 1-800-268-1332. Please specify that you are attending the 1990 AWMA Spring Conference in order to receive the special conference room rate of $69 (single) or $79 (double). Parking is free only for registered hotel guests.

8.

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 January 12
COMM FILE:
DEPT FILE: 65-1/89.63

SUBJECT: By-law to Incorporate Part 3 and the easterly 58.55m of Part 2, Plan 62R-9377 into ROYALVISTA DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 16th Report of the Transport & Environment Committee, Item 12, adopted by City Council on October 10, 1989.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on October 10, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. G. S. Spencer, Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

CA4 ON HBLA05
C51T6

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

Mrs. J. McAnanama
Public Library

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1990 January 31

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1990 February 05
9:30 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:lp

A G E N D A:

1. DELEGATIONS - 10:00 o'clock a.m.

   (a) Proposed Alley Closures: Between King William Street and King Street east of Walnut Street

   (b) Proposed Alley Closure: East-West Alley, 1st South of Barton Street from Brunswick Street easterly to the north-south alley

2. Minutes of the Monday, January 22, 1990 meeting of the Transport and Environment Committee

3. DIRECTOR OF PROPERTY

   Sale 1' Reserve - Templemead Drive to 672385 Ontario Inc.

4. COMMISSIONER OF ENGINEERING

(a) Additional Cost Sharing - M.S.A. Courtland Avenue and Stone Church Road West

(b) Incorporating Certain City lands into various streets, avenues, etc.

(c) Inadvertent Encroachment Agreements

5. DIRECTOR OF TRAFFIC

(a) Extension of Existing School Bus Loading Zone - East side of Hummingbird Lane, north of Skylark Drive

(b) Application for Time Limit Exemption Permit - 849 Concession Street

(c) Relocation of Wheelchair Zone Loading Zone - Gertrude Street, west of Depew Street

(d) Reserved Permit Parking Space - Handicapped Resident - 382 Mary Street

6. PARKING REGULATIONS

(a) West side of Hummingbird Lane between Skylark Drive and Bobolink Road

(b) Rideau Crescent between Moxley Drive and the west end

(c) North side of Aikman Avenue, east of Wentworth Street South

(d) South side of Roxborough Avenue between Graham and Houghton Avenues

(e) East side of Locke Street North between Napier Street and Peter Street

(f) South side of Strachan Street East, west of John Street North

(g) Intersection of McElroy Road East and Upper Wellington Street

(h) East side of Princeton Drive, south of Morningside Drive

7. CONFERENCE

Air and Waste Management Association - Skyline Hotel, Toronto, Ontario
April 22-24, 1990

8. BILL

By-law to Incorporate Part 3 and the easterly 58.55m of Part 2, Plan 62R-9377 into Royalvista Drive

9. OTHER BUSINESS

10. ADJOURNMENT.

CA4ONHBLA05
C51T6

Urban Municipal Collections
Public Library

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1990 February 13

URBAN MUNI...
F...R
GOVERNMENT D... ...MENTS

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1990 February 19
9:00 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:lp

NOTE: Please note change of time for Transport and Environment Committee Meeting - 9:00 o'clock a.m.

A G E N D A:

(A) **DELEGATION**

9:00 o'clock a.m. - Mr. M. Desrochers - Local Improvement Charges re: Application - 227 Eleanor Avenue

1. Minutes of the Monday, January 22, 1990 and Monday, February 05, 1990 meetings of the Transport and Environment Committee

2. **DIRECTOR OF PROPERTY**

603979 Ontario Inc. Land Titles Applications - 1' Reserve - Acadia Drive

3. COMMISSIONER OF ENGINEERING

(a) Incorporating certain City lands into various streets, avenues, etc.

(b) Discharge of Service Agreement

(c) Windermere Basin Rehabilitation Project

(d) PPM Canada Inc. Decontamination of PCB's for the Regional Municipality of Hamilton-Wentworth

4. DIRECTOR OF TRAFFIC

Administration of the School Crossing Program

5. CONFERENCE

Canada's National Safety Conference - June 3-5, 1990, Halifax, Nova Scotia

6. BILLS

(a) Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

(b) By-law to Incorporate Parts 1 and 2, Plan 62R-10706 and Parts 16 and 18, Plan 62R-9968 into Emperor Avenue

7. OTHER BUSINESS

8. ADJOURNMENT.

A.

JAN 2 4 1990

ATIENTION ACTING SECRETARY: JOE SCHATZ

WE FILED APPLICATION TO SEVER 227 ELEANOR AVE. APPLICATION NUMBERS H203-89 H204-89. ARE APPLICATIONS WERE ACCEPTED, AND WE ENTERED INTO A MODIFIED SUBDIVISION AGREEMENT.

IN THIS AGREEMENT, IT WAS RECOMMENDED THAT WE PAY FOR FUTURE ROADS AND SIDEWALKS ON ELEANOR AVE. THESE COSTS ARE $10,487.48. WE HAVE ALREADY PAYED $4611.00 FOR SEWERS AND WATER INSTALLED BY THE REGION ON ELEANOR AVE.

WE FEEL THAT THIS RECOMMONDATION TO PAY FOR TWO FRONTAGES WOULD BE INAPPROPRIATE. PAYING FOR TWO FRONTAGES WOULD BRING OUR COSTS FROM APPROXIMATELY $49.000 TO APPROXIMATELY $59.000, FOR DEVELOPMENT OF THIS LAND. WHICH WOULD NOT BE COST EFFECTIVE TO US.

WE WOULD LIKE AN APPOINTMENT TO MEET WITH THE COMMITTEE TO DISCUSS THIS MATTER.

SINCERELY

MICHAEL DESROCHERS

KATHERINE HEDDLE

FOR ACTION

I. D. ESCTECREPORTS

REPORT TO: MR. J. J. SCHATZ, ACTING SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. Eng.
ACTING COMMISSIONER OF ENGINEERING

DATE: February 7, 1990
COMM FILE: 3-11.4
DEPT FILE: S726-105

SUBJECT

Land Severance Applications H-203 & 204-89,
for the Development of 227 Eleanor Avenue @ Alma Avenue, Hamilton

RECOMMENDATIONS

That the request by MICHAEL DESROCHERS and KATHERINE HEDDLE, owners of 227 Eleanor Avenue (@ Alma Avenue), Hamilton, for an exemption of payments for future City local improvement costs for services to be installed on Eleanor Avenue adjacent to this property, be **DENIED**.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL CONSIDERATIONS

The Modified Subdivision Agreement prepared for this property provides for the recovery of services on Eleanor Avenue and Alma Avenue. Service costs on Alma Avenue have been calculated based on the established Flat Rate Fee of $305.00 per metre frontage for services installed on a new street (recoverable amount is $14,270.95). Provisions have also been made to recover future local improvement costs for services to be installed on the existing Eleanor Avenue (recoverable amount is $10,487.48). These costs have been calculated in accordance with all standard policies and procedures. The total amount owing for City services associated with the parcel ($24,758,43) are not unreasonable. Any reduction of these related costs would not be in accordance with policy and may set an undesirable precedence for all future developments where lots abut two (2) streets (ie. frontage and flankage portons of corner lots).

cont'd ...

Land Severance Applications H-203 & 204-89,
for the Development of 227 Eleanor Avenue @ Alma Avenue, Hamilton

cont'd ...

BACKGROUND

The owner's of 227 Eleanor Avenue @ Alma Avenue, MICHAEL DESROCHERS and KATHERINE HEDDLE, applied to the Land Division Committee for approval to create four (4) lots from this parcel of land. All of the new lots are to have frontage on Alma Avenue and the most westerly lot will have the flankage portion of the lot abutting Eleanor Avenue. Conditional approval was granted for the severances in October 1989.

In accordance with City policy, applicants are required to enter into Modified Subdivision Agreements with the City when four (4) or more lots are being created. The "modified" agreement provides for the recovery of all existing and future servicing costs associated with the subject property.

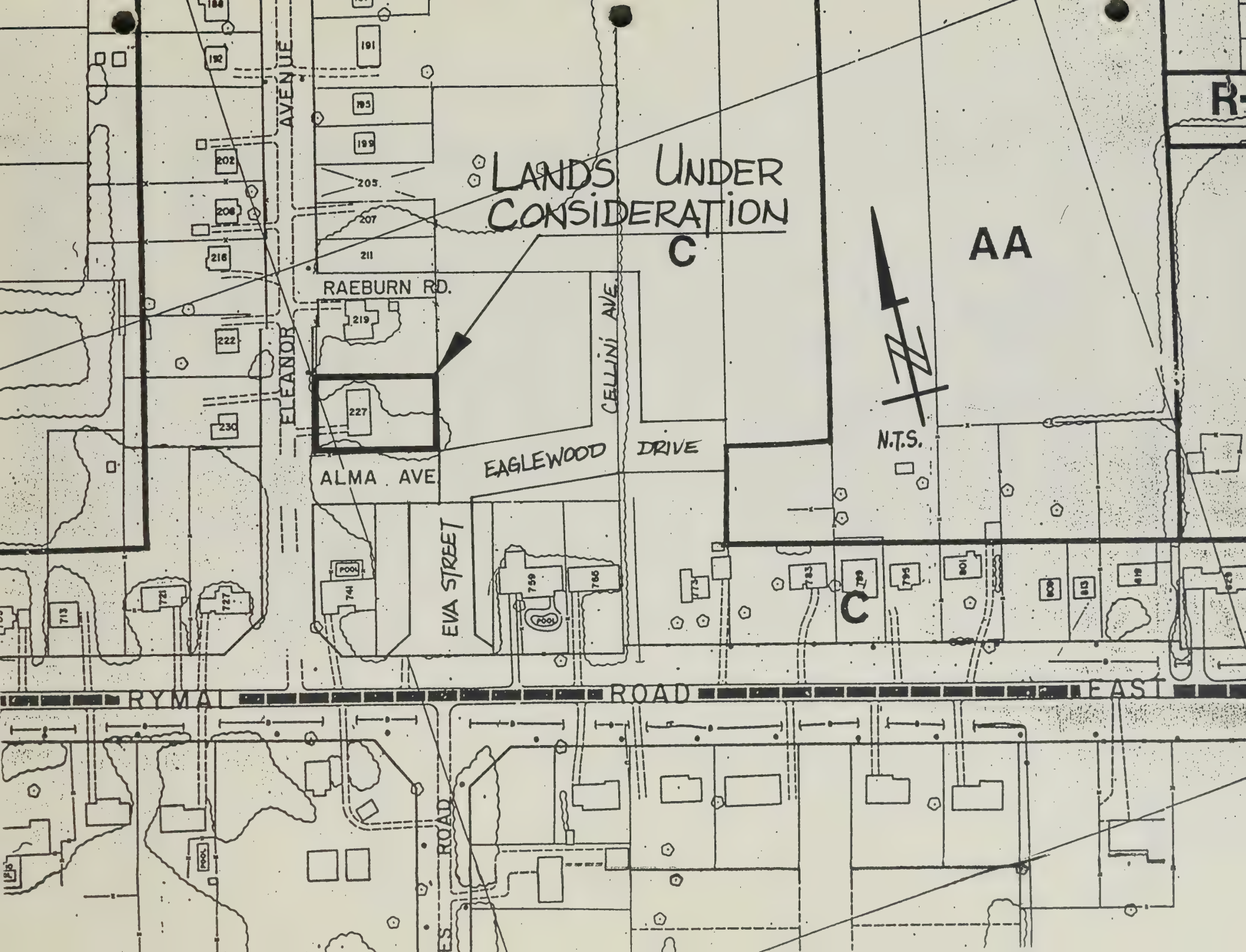
This Department prepared the modified subdivision agreement for the owner in January 1990. The said agreement provided for the recovery of the existing City services on Alma Avenue and included provisions for the recovery of future local improvement works on Eleanor Avenue abutting the flankage of these lands. This was completed all in accordance with established City policy.

The owners are objecting to the requirement for the payment of the future local improvement charges for roads, curbs and sidewalks along the Eleanor Avenue flankage (estimated cost as per the modified subdivision agreement is $10,487.48). Staff have explained to the owners that the payments for services along frontages and flankages of any lands being developed is standard policy and that all "Developers" are treated equally in this regard.

Therefore, staff are recommending that the owners request for an exemption to the requirements to pay for services on Eleanor Avenue be denied because it would not conform to established policy and may set an undesirable precedent if approved.

DVC:

cc: E. C. Matthews, City Treasury Department
cc: L. Farr, City Solicitor's Office


LANDS UNDER CONSIDERATION
C
AA
RAEBURN RD.
ELEANOR AVENUE
CELLINI AVE.
ALMA AVE
EAGLEWOOD DRIVE
EVA STREET
N.T.S.
RYMAL ROAD EAST
ROAD
191
192
193
199
202
205
207
208
211
216
219
222
227
230
713
721
727
741
744
759
766
773
783
789
795
801
809
813
819
825
POOL

1

Monday, January 22, 1990
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. Agro
Alderman D. Drury
Alderman D. Christopherson
Alderman D. Agostino
Alderman J. Smith
Alderman T. Murray

Absent: Mayor R. M. Morrow (Civic Business)
Alderman T. Cooke (Vacation)

Also present: Alderman F. Lombardo (Part of Meeting)
Alderman T. Jackson (Part of Meeting)
Mrs. P. Price, Hamilton Safety Council
Mr. L. Sage, Chief Administrative Officer
Mr. M. Main, Director of Traffic Services
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. G. Aston, Regional Engineering Department
Mr. M. Watson, Property Department
Mr. J. J. Schatz, Acting Secretary

The Minutes of the Meeting held Monday, December 04, 1989 were adopted as circulated to the Members.

Purchase of one GVW Chassis with Stake Dump and Crane

As recommended by the Manager of Purchasing in a report dated December 07, 1989 the Committee agreed to recommend to City Council:

That a purchase order be issued to Altruck Transportation Services, Hamilton, in the amount of $51 985.80 for the supply and delivery of One (1) 24,500-25,000 lb. GVW Chassis with Stake Dump and Crane, Unit #9267, for Central Garage, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of three (3) tenders received. Funds provided in Reserve for Replacement of Mobile Equipment Account No. CH5X503 00101.

Replacement of Stolen Hand Tools, Chedoke Workshop

As recommended by the Manager of Purchasing in a report dated December 20, 1989 the Committee agreed to recommend to City Council:

That a purchase order be issued to Snap-on Tools, Caledonia, in the amount of $10 569.52, for the replacement of hand tools stolen from the Chedoke Workshop.

NOTE: Inasmuch as these tools were required immediately, the above was processed through the emergency procedures of the City of Hamilton Purchasing Policy and is being submitted at this time for formal Council approval.

Funds provided in Reserve for Uninsured Losses Account No. CH5X90300117.

Annual Supply of Concrete, Public Works Department, 1990-1991

As recommended by the Manager of Purchasing in a report dated January 05, 1990 the Committee agreed to recommend to City Council:

That a purchase order be issued to Dufferin Concrete Products, Hamilton, for the supply and delivery of Concrete as and when required during 1990 and 1991 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Dufferin Concrete Products, Hamilton	1990	1991
2% Calcium Chloride	$ 2.00/m^3	$ 2.00/m^3
Heat	$ 7.00/m^3	$ 7.00/m^3
Sidewalk, Curb, Roadway Concrete Delivered	$102.20/$m^3$	$106.20/$m^3$
Sidewalk, Curb, Roadway Concrete Picked up	$ 96.20/m^3	$100.20/$m^3$
Unshrinkable Fill-Delivered	$ 57.25/m^3	$61.25/$m^3$
-Picked up	$ 52.25/m^3	$ 56.25/m^3

After 5:00 p.m. and before 9:00 p.m. add $ 8.00/m^3
After 9:00 p.m. and before 7:00 a.m. add $16.00/$m^3$
Underload charges 1 m^3 - $120.00
2 m^3 - $ 80.00
3 m^3 - $ 50.00
4 m^3 - $ 30.00

NOTE: Lowest of five (5) tenders received. Funds provided in Stock Inventory Account No. CH56197 60999.

Supply and Delivery of Sign Blanks, Traffic Department

As recommended by the Manager of Purchasing in a report dated December 20, 1989 the Committee agreed to recommend to City Council:

That purchase orders be issued for the supply and delivery of Sign Blanks for the Traffic Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

(a) Acme Signs (Ontario) Inc., Rexdale

In the amount of $76 311.28

(b) Mechanical Advertising Inc., Oshawa

In the amount of $66 260.08

Provincial sales tax extra at 8%

NOTE: Lowest of two (2) tenders received. Funds provided in Traffic Sign Materials Account No. 56154 75999.

Annual Supply of Aggregates, Public Works Department, 1990-1991

As recommended by the Manager of Purchasing in a report dated January 12, 1990 the Committee agreed to recommend to City Council:

That purchase orders be issued for the supply and delivery of Aggregates for the Public Works Department as and when required during 1990 and 1991, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

		1990	1991
(a)	Cayuga Materials, Cayuga		
	Granular 'A', 9.5mm Screenings, 19mm & 53mm Crusher Run	$ 7.61	
(b)	Steetley Lime & Aggregates, Dundas		
	19mm and 53mm Clear	$ 9.25	$ 9.85
	9.5mm and 6.4mm Chips Washed	9.50	10.10
	75 - 200mm Gabion Stone	13.89	14.29
	Granular 'A', 19mm & 53mm Crusher Run	8.65	
	9.5mm Screenings		8.40
(c)	TCG Materials, Cambridge		
	19mm Crusher Run		8.65

NOTE: Sufficient funds have been provided in various Stock Inventory Accounts. Vendors were selected on the basis of lowest bidder for each product. Any applicable taxes extra.

Annual Supply of Asphalt, Public Works Department 1990

As recommended by the Manager of Purchasing in a report dated January 12, 1990 the Committee agreed to recommend to City Council:

That purchase orders be issued for the supply and delivery of Asphalt for the Public Works Department as and when required during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

(a) Cayuga Materials, Cayuga

Stone Filled Sheet Asphalt Surface Course HM3 -	$45.25
Asphalt Binder Course HM5 -	40.02
Liquid Asphalt Cement -	1.35 litre

(b) Red-D-Mix Concrete, Hamilton

Steel Slag Asphalt -	$50.22
Stone Filled Sheet Asphalt Surface Course HM3 -	45.36
Asphalt Binder Course HM5 -	39.69
Hot Liquid Asphalt for winter patching -	1.30 litre
Liquid Asphalt Cement -	1.20 litre
Cold Laid Patching Material -	62.65
QPR 2000 Cold Lay Asphalt -	112.00 picked up
	113.40 delivered

(c) Taro Aggregates, Hamilton

Asphalt Binder Course HM5 (Limestone) -	$42.07

(d) Norjohn Limited, Thorold

Cationic Asphalt Emulsions CRS2 delivered -	$ 0.3028 litre

(e) Permaquik Asphalt Tech Corp., Mississauga

Crack Sealing Material -	775.00 tonne

NOTE: Sufficient funds have been provided in various Stock Inventory Accounts.

Supply and Delivery of Steel Forms for Sidewalks, Public Works Department

As recommended by the Manager of Purchasing in a report dated December 12, 1989 the Committee agreed to recommend to City Council:

That a purchase order be issued to Form and Build Supply Inc., Kitchener, in the amount of $28 440.20 for the supply and delivery of Steel Forms for Sidewalks, Public Works Department, in accordance with specifications issued by the Manager of Purchasing and Vendor's Tender.

NOTE: Inasmuch as these forms were required immediately, the above was processed through the emergency procedures of the City of Hamilton Purchasing Policy, and is being submitted at this time for formal Council approval.

Only tender received. Funds provided in Combined Walk & Curb, Sidewalk Special Projects Accounts CH56103 60144, CH56103 60142 and CH56103 60132.

1477 Upper James Street

As recommended by the Acting City Solicitor in a report dated January 08, 1990 Committee agreed to recommend to City Council:

That with respect to the land municipally known as part of 1477 Upper James Street, expropriated on September 25th, 1989 for municipal and highway purposes pursuant to Expropriation By-law 89-223 enacted on August 29th, 1989, the City Clerk be authorized and directed to:

Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the expropriated land is required.

Sign and serve Offers of Compensation in accordance with Section 25 of The Expropriations Act for the expropriated land as follows:

$525 000.00	Former Owner:	Albert Boxinbaum, in trust
	Mortgagee:	National Trust Company Limited
$ 1.00	Tenants:	Germaine Poliquin

1201 Limeridge Road East

As recommended by the Acting City Solicitor in a report dated December 04 1989 the Committee agreed to recommend to City Council:

That with respect to the vacant land expropriated on September 26th, 1989 for roadway and municipal purposes pursuant to Expropriation By-law 89-191 enacted on June 27th, 1989, the City Clerk be authorized and directed to:

Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the expropriated land is required;

Sign and serve Offers of Compensation in accordance with Section 25 of The Expropriations Act for the expropriated land as follows:

$29 225.00	Former Owner:	S. Wise Construction Limited
$ 1.00	Tenants:	Bruce Smith

144 Annabelle Street

As recommended by the Director of Property in a report dated December 05, 1989 the Committee agreed to recommend to City Council:

That the Director of Property be authorized to negotiate the acquisition of a portion of land (part of Lot 16, Plan 823, comprising an area of approximately 2,310 square feet) from the owner of 144 Annabelle Street, which land is required for roadway purposes to implement the approved Gourley Neighbourhood Plan.

NOTE: The City will establish a 1' Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

The owner of the proposed subdivision, Mr. S. Aquino, has been unsuccessful in his attempts to acquire lands for roadway purposes from the owner of 144 Annabelle Street. The above recommendation is in accordance with the City's policy to assist developers to establish roadways to their subdivision and promote the development of land.

Rear kabd StoneChurch Road East - Acadia Drive

As recommended by the Director of Property in a report dated January 08, 1990 the Committee agreed to recommend to City Council:

(a) That an Option to Purchase agreement dated November 30, 1989 duly executed by 839891 Ontario Inc. (Tony DiSilvestro) and scheduled to close on March 20, 1990 be approved and completed.

(b) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(c) That upon completion of this transaction and the eventual establishment of Parts 11 and 12 (62R-10529) as Acadia Drive, the City will establish one foot reserves known as 18, 19, 20 and 21 - Plan 62R-10529 in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(d) That upon the registration of the Plan of Subdivision known as Aquino Gardens (File No. 25T88015) the City shall pass a by-law incorporating Parts 11 and 12 as a public road.

NOTE: The property is described as Parts 11, 12, 18, 19, 20, and 21 on Plan 62R-10529 and contains 426.73 square metres (4,593.43 square feet) being rear land on Stone Church Road East.

The purchase prices is $2 and is to be charged to Account No. CH 5X303 00107 - (Reserves for Services through unsubdivided land).

564 and 570 StoneChurch Road East - Acadia Drive and Butler Drive

As recommended by the Director of Property in a report dated January 08, 1990 the Committee agreed to recommend to City Council:

(a) That an Option to Purchase agreement dated November 26, 1989, duly executed by Fausto Carnicelli, In Trust and scheduled to close on March 20, 1990, be approved and completed.

(b) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(c) That upon completion of this transaction and the eventual establishment of Parts 4, 5 and 6, Plan 62R-10529 as Acadia Drive and Butler Drive, the City will establish one foot reserves known as Part 2, 3, 7, 8, and 9,Plan 62R-10529 in order to recover the land, servicing and construction costs of establishing Acadia Drive and Butler Drive from the abutting lands.

(d) That upon the registration of the Plan of Subdivision known as Aquino Gardens (File No.25T88015), the City shall pass a by-law incorporating Parts 4, 5 and 6 as a public road.

(e) The Purchaser acknowledges and agrees that the Vendor does not have registered title to the lands known as Part 2-9 inclusive on Plan 62R-10529, but is the Purchaser under an Agreement of Purchase and Sale dated October 7, 1989 with the William James Welsh Estate and an Agrement of Purchase and Sale dated October 23, 1989 with Jeanette Little and James Little.

The Purchaser further acknowledges and agrees that the Vendor herein will assign his interest in Parts 2-9 inclusive on Plan 62R-10529 to the Corporation of the City of Hamilton and direct the present owners of the lands described as Part 2-9 inclusive on Plan 62R-10529 to transfer title directly to the Corporation of the City of Hamilton.

Accordingly, this transaction shall be conditional upon the Vendor or the City successfully completing the transaction in accordance with the purchase agreements.

(f) Upon completion of the above mentioned transaction, the City Solicitor shall be authorized to terminate the expropriation previously commenced.

NOTE: The property is described as Parts 2-9, Plan 62R-10529 being part of 564 and 570 Stone Church Road East and contains 1,271.29 square metres (13,648.49 square feet).

The purchase price is $2 and is to be charged to Account No. CH5X303 00107 (Reserve for Services through unsubdivided land).

The subject lands are currently under expropriation by the City from the Welsh Estate and Little Family.

During the long process of expropriation, the developers of the adjoining subdivision Aquino Gardens, successfully negotiated a settlement to acquire the subject lands from Welsh and Little. They are assigning their interest in their agreement to the City.

Upon completion of these two transactions, the City can terminate the expropriations already in process.

As recommended by the Director of Property in a report dated January 08, 1990 the Committee agreed to recommend to City Council:

(a) That an Option to Purchase Agreement dated December 19, 1989 executed by 839891 Ontario Inc. (Tony DiSilvestro) and scheduled for closing on April 10, 1990, be approved and completed.

(b) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(c) That upon completion of this transaction and the eventual establishment of Parts 2 and 14 as Acadia Drive, the City will establish one foot reserves known as 1, 3, 13 and 15 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(d) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

NOTE: The property is described as rear land on Stone Church Road East, Parts 1, 2, 3, 13, 14, and 15 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 2,179.71 square metres (23,462.20 square feet).

The purchase price is $2 and is to be charged to Account No. CH 58303 00107 - (Reserve for Services through unsubdivided land).

Rear Land StoneChurch Road East - John Fortino

As recommended by the Director of Property in a report dated January 09, 1990 the Committee agreed to recommend to City Council:

(a) That an Option to Purchase Agreement dated December 19, 1989 executed by John Fortino and scheduled for closing on April 10, 1990, be approved and completed.

(b) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(c) That upon completion of this transaction and the eventual establishment of Part 21 as Acadia Drive, the City will establish one foot reserves known as 20, 22 and 23 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(d) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

NOTE: The property is described as rear land on Stone Church Road East, Parts 20, 21, 22 and 23 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 301.1 square metres (3,241 square feet).

The purchase price is $2 and is to be charged to Account No. CH 58303 00107 - (Reserve for Services through unsubdivided land).

As recommended by the Director of Property in a report dated January 09, 1990 the Committee agreed to recommend to City Council:

As recommended by the Director of Property in a report dated January 09, 1990 the Committee agreed to recommend to City Council:

Rear Land StoneChurch Road East - Fausto Carnicelli, In Trust

(a) That an Option to Purchase Agreement dated December 19, 1989 executed by Fausto Carnicelli, In Trust and scheduled for closing on April 10, 1990, be approved and completed.

(b) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(c) That upon completion of this transaction and the eventual establishment of Parts 8, 11, and 19 as Acadia Drive, the City will establish one foot reserves known as 7, 9, 10, 12, and 18 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(d) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

(e) The closing of this transaction is conditional upon the Vendor obtaining title to Parts 7,8, 9, 10, 11 and 12, Plan S-7329.

NOTE: The property is described as rear land on Stone Church Road East, Parts 7, 8, 9, 10, 11, 12, 18 and 19 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 1,313.96 square metres (14,143.33 square feet).

The purchase price is $2 and is to be charged to Account No. CH 58303 00107 - (Reserve for Services through unsubdivided land).

As recommended by the Acting Commissioner of Engineering in a report dated January 15, 1990 the Committee agreed to recommend to City Council:

Establishing a portion of Proposed Donn Avenue North of Queenston Road in the City of Stoney Creek, as a Highway

(a) That the City of Hamilton transfer to the City of Stoney Creek that portion of the proposed Donn Avenue north of Queenston Road within the limits of Stoney Creek, being Parts 5 & 6 on Plan 62R-8380.

(b) That the City of Stoney Creek be requested to pass a by-law to establish that portion of Donn Avenue north of Queenston Road within the limits of the City of Stoney Creek, being Parts 5 and 6 on Plan 62R-8380.

(c) That the City of Hamilton be responsible for all costs associated with the construction and maintenance of that portion of Donn Avenue in the City of Stoney Creek.

(d) That the City of Hamilton enter into an agreement with the City of Stoney Creek to the satisfaction of the City Solicitor regarding the construction, maintenance and indemnification requirements with respect to the portion of Donn Avenue in the City of Stoney Creek.

NOTE: The construction of Donn Avenue will provide access to Queenston Road for residents in the Riverdale East Neighbourhood.

Amendment to Modified Subdivision Agreement for Wellington Chase Inc.

As recommended by the Acting Commissioner of Engineering in a report dated January 12, 1990 the Committee agreed to recommend to City Council:

That the Modified Subdivision Agreement, dated 89 January 10, between the City of Hamilton and Wellington Chase Inc. for lands on the east side of Wellington Street be amended by the addition of Schedule G1 providing for the acceptance of the existing services on Perthshire Court and completing the services.

NOTE: The proposed subdivision adds one Court, named Perthshire Court, to the City's street system over and above the items covered by the previous agreement.

1990 Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

As recommended by the Acting Commissioner of Engineering in a report dated January 12, 1990 the Committee agreed to recommend to City Council:

(a) That the following changes be made in the maximum charges per metre of frontage relative to the 1990 Local Improvement Charges:

		From	To
i.	Curb Only	$ 64.00	$ 67.00
ii.	Sidewalks Only	$ 80.00	$ 84.00
iii.	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$131.00	$137.00
iv.	Roadway Only	$221.00	$231.00
v.	Alleys	$ 86.00	$ 90.00
vi.	Roadway and Curbs Only (Industrial Subdivisions)	$300.00	$314.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

NOTE: The present local improvement rates were established by Council on January 31, 1989. The proposed 1990 rates reflect the increase in construction costs since the last rates were approved and also include a 4.5% allowance for inflation.

The new rates are intended for application to projects proposed to be carried out in 1990. The charge to the abutting owners will be the actual cost of the works or the maximum rate recommended by this report, whichever is less.

1990 Servicing Expenditures reltated to Subdivisions

As recommended by the Acting Commissioner of Engineering in a report dated January 08, 1990 the Committee agreed to recommend to City Council:

(a) That the submitted schedules for the estimated cost of services in Aquino Gardens - Phase 1, and Templemead No. 2 Survey - Phase 8, be adopted for inclusion in the respective Subdivision Agreements with the owners.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

(c) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

(d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.

(e) That the additional funding for Clerico Court, Hamilton be approved.

(f) That the City's share of the cost of services for these developments ($166 430.21) be approved, and that the Finance and Administration Committee recommend the source of funding for these projects.

(g) That the City subdivision agreements for "Aquino Gardens - Phase 1" and "Templemead No. 2 Survey - Phase 8", include the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-law and Council Policy.

(h) That the City accept title to those lands required for the southerly extension of Butler Drive, from the Roman Catholic Separate School Board. This land (described as Part 1 on a Plan numbered Y-21431 as prepared by J. David Peters, O.L.S.) is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed and certify Title to the City.

(i) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 1, as shown on a Plan numbered Y-21431, as prepared by J. David Peters, O.L.S., as part of the Butler Drive road allowance following the transfer of the lands to the City.

(j) That the City accept title to those lands and the 0.3 metre reserves required for the extension of Acadia Drive, from the owner, 839891 Ontario Inc. This land (described as Parts 11, 12, 18, 19, 20 and 21 on Reference Plan 62R-10529, is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed(s) and certify Title to the City.

(k) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Parts 11 and 12, Reference Plan 62R-10529, as part of the Acadia Drive road allowance following the transfer of the lands to the City.

NOTE: Parts 18, 19, 20 and 21, Reference Plan 62R-10529 will be retained by the City as 0.3 metre reserves.

(l) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 1, Reference Plan 62R-8101, as part of the Acadia Drive road allowance.

(m) That the City accept title to those lands and the 0.3 metre reserves required for the northerly extension of Butler Drive, the east-west extension of Butler Drive, the east-west extension of Acadia Drive from the owner. This land (described as Parts 2 to 9 (inclusive) on Reference Plan 62R-10529, is to be transferred to the City of Hamilton by its owner and the owner's solicitor is to prepare the necessary Deed(s) and certify Title to the City.

(n) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Parts 4, 5 and 6, Reference Plan 62R-10529, as part of the Acadia Drive Road Allowance and Butler Drive road allowance following the transfer of the lands to the City.

NOTE: Parts 2, 3, 7, 8 and 9, Reference Plan 62R-10529 will be retained by the City as 0.3 metre reserves.

(o) That the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 9, Reference Plan 62R-10568, as part of the Butler Drive road allowance.

(p) That the Director of Property be authorized and directed to acquire Part 13, Reference Plan 62R-10568 and that the City Solicitor be authorized and directed to prepare the necessary By-law(s) to establish Part 13, Plan 62R-10568 and part of the Butler Drive road allowance following the transfer of the lands to the City.

(q) That if the owner of "Aquino Gardens - Phase 1" wishes to proceed with the construction of services east of the Hydro right-of-way prior to the establishment of both Acadia Drive and Butler Drive as public road allowances, he may do so at his own risk.

(r) That the City Solicitor be authorized and directed to prepare the necessary (By-law(s) to incorporate the remainder of the 0.3 metre reserves owned by the City at the west end of Butler Drive, into the Butler Drive road allowance after the plan of subdivision for "Aquino Gardens - Phase 1" has been registered.

Incorporating Certain City Lands into various Streets, Avenues, etc.

As recommended by the Acting Commissioner of Engineering in a report dated December 20, 1989 the Committee agreed to recommend to City Council:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate certain City lands into the following Streets:

Rockview Avenue, Rexford Drive, Atherley Drive, Firenze Street, Mirrilee Crescent, Queen Victoria Drive and Balfour Drive.

Revision of Annual Charges for Overweight Permits

As recommended by the Acting Commissioner of Engineering in a report dated January 11, 1990 the Committee agreed to recommend to City Council:

(a) That the existing 1989 Charges per metric tonne of overload be amended for 1990 as follows:

Type of vehicle	1989 charge	% Increase	1990 charge
Tractor Trailer	$116.00	4.5	$121.00
Single Unit Truck	$196.00	4.5%	$202.00

(b) That the above fees be reviewed each year.

Annual Overload Permit Stelco Steel

As recommended by the Acting Commissioner of Engineering in a report dated January 12, 1990 the Committee agreed to recommend to City Council:

(a) That in accordance with By-law 89-72, Stelco Steel be given an Annual Overload Permit for the year 1990 for fifteen (15) tractor-trailers for a total fee of $5 445; and

(b) That 20% or $1 089 be credited to City Account No. 44049-52006 (Overload Permit Fees) and that 80% or $4 356 be credited to Regional Account No. 46025-301300.

Annual Overload Permit K's Transport Inc.

As recommended by the Acting Commissioner of Engineering in a report dated January 11, 1990 the Committee agreed to recommend to City Council:

(a) That in accordance with By-law 89-72, K's Transport Inc. be given an Annual Overload Permit for the year 1990 for nine (9) tractor-trailers for a total fee of $11 217; and

(b) That 11%, or $1 234, be credited to City Account No. 44049-52006 (Overload Permit Fees), and that 89%, or $9 983, be credited to Regional Account No. 46025-310300.

Inadvertent Encroachment Agreements

As recommended by the Acting Commissioner of Engineering in a report dated January 09, 1990 the Committee approved applications for Inadvertent Encroachment Agreements for various properties:

That the application for Inadvertent Encroachment Agreements as outlined on Schedule "B", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That a first year fee and a subsequent annual fee as determined in schedule "B" be set for this privilege.

(d) That the encroachment at 208 Sherman Avenue North, granted by Council on November 14, 1989, in adopting Item 4 of the 18th report of the Committee, be rescinded.

NOTE: The previous approval with respect to 208 Sherman Avenue did not include a concrete stoop which has been included in this application.

Intersection Control

As recommended by the Director of Traffic Services in various reports the Committee agreed to recommend the following to City Council with respect to Intersection Controls:

That City Traffic By-law 89-72 be amended to provide for the following;

(a) That three-way stop control be implemented at the intersection of Royal Vista Drive and Eaglewood Drive; and

(b) That eastbound traffic on Presido Drive be required to stop for northbound and southbound traffic on Eaglewood; and

(c) That northbound traffic on Millen Avenue be required to stop for eastbound and westbound traffic on Empress Avenue; and

(d) That southbound traffic on Rosewell Avenue be required to stop for eastbound and westbound traffic on Robson Crescent; and

(e) That eastbound traffic on Goldengate Avenue be required to stop for northbound and southbound traffic on Templemead Drive; and

(f) That westbound traffic on the north and south legs of Loyalist Drive be required to stop for northbound and southbound traffic on Glen Echo Drive; and

(g) That northbound and southbound traffic on Glenhaven Court/Glenhaven Drive be required to stop for eastbound and westbound traffic on Greenshire Drive; and

(h) That a stop sign be erected to control eastbound traffic on Desantis Court at Charing Drive; and

(i) That a stop sign be erected to control southbound traffic on Sloan Avenue at Indian Crescent; and

1990 Road and Sidewalk Capital Reconstruction Program

As recommended by the Acting Commissioner of Engineering in a report dated January 12, 1990 the Committee agreed to recommend to the Finance and Administration Committee that the 1990 Road and Sidewalk Capital Reconstruction Program in the amount of $8 800 000 be approved and proceeded with subject to the following adjustments:

That the proposed widening of East 21st Street from Queensdale Avenue to Fennell Avenue and East 25th Street from Queensdale Avenue to Fennell Avenue not be proceeded with.

Considerable discussion ensued regarding the criteria used by Staff in selecting the streets and sidewalks for reconstruction. In this regard Mr. Aston advised that in arriving at the proposed list of works to be undertaken, consideration is giving to co-ordinating these works with the Regional Sewer and Water Reconstruction Program.

He acknowledged that as a result of this policy and procedure the majority of the reconstruction works are associated with the Regional Sewer and Water Programs. He advised that in light of the excelled Regional Sewer separation project, the situation will worsen, inasmuch as the City's Reconstruction Program will not keep pace with the Region's program, unless additional funding is provided.

Mr. Aston advised that a thorough review and study relative to the reconstruction program is currently under way and that a report will be submitted for consideration at a subsequent meeting.

Following considerable discussion the Committee recommended approval of the 1990 Roadway Reconstruction Program. (In favour were Aldermen Merling, Drury, Agostino, Smith, and Murray. Opposed was Alderman Agro.

NOTE: Alderman Smith declared a conflict of interest with respect to the Reconstruction Program as it relates to Sunninghill Avenue and took no part in the debate and discussion relative to Sunninghill Avenue. Alderman Smith resides on Sunninghill Avenue.

As recommended by the Acting Commissioner of Engineering in a report dated January 16, 1990 the Committee agreed to recommend to City Council:

> That Section 3 of the THIRTEENTH Report of the Co-ordinating Committee adopted by City Council on July 25, 1989 which provides for the construction of sidewalks on both sides of Barton Street between Nash Road and Centennial Parkway be rescinded and an appropriate resolution be submitted to provide for the construction of sidewalks on the south side only.

It was noted that a sufficiently signed petition against the works on the north side of Barton Street has been received.

School Traffic Officer - Juliebeth Street and StoneChurch Road

As recommended by the Director of Traffic Services in a report dated December 18, 1989 the Committee agreed that in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department a School Traffic Officer not be assigned to the Intersection of Juliebeth Street and StoneChurch Road at this time and further that the intersection be restudied when development in the area is near completion.

School Traffic Officer - Mohawk Road and Mall Road

As recommended by the Director of Traffic Services in a report dated December 18, 1989 the Committee concurred with the recommendation of the Hamilton-Wentworth Regional Police Department that a school traffic officer not be assigned to the intersection of Mohawk Road and Mall Road at this time.

Parking Regulations

As recommended by the Director of Traffic Services in various reports the Committee agreed to recommend the following changes in parking regulations:

That City Traffic By-law 89-72 be amended to provide for the following;

(a) i. That the existing alternate side parking regulation on Agnes Street between Argyle Avenue and Campbell Avenue be removed; and

ii. That parking be prohibited on the east side of Agnes Street between Argyle and Campbell Avenue; and

(b) That, in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Mahoney Avenue between Parkdale Avenue North and Adeline Avenue; and

(c) That a "No Parking, 9:00 a.m. - 5:00 p.m., Monday - Friday" regulation be implemented on the east side of Undercliffe Avenue between Aberdeen Avenue and Inglewood Drive; and

(d) i. That the existing alternate side parking regulation on Mars Avenue between Emerald Street North and Wentworth Street North be removed; and

ii. That parking be prohibited at all times on the north side and allowed at all times on the south side of Mars Avenue between Emerald Street North and Wentworth Street North; and

(e) That parking be prohibited on the east side of Tyne Place from end to end; and

(f) That parking be prohibited on the north side of Sunninghill Avenue between Rendell Boulevard and Upper Ottawa Street; and

(g) That parking be prohibited between 10:00 a.m. and 2:00 p.m., Monday to Friday, on the west side of East 35th Street between Concession Street and the northerly limit; and

(h) That a "No Parking, 9:00 a.m. - 4:00 p.m., Monday - Friday" regulation be implemented on the north side of Inglewood Drive between Bay Street South and Undercliffe Avenue; and

In a report dated January 16, 1990 the Director of Traffic Services recommended that a decision as to whether or not to implement parking regulations on East 32nd Street between Crockette and Munn Street be made after hearing submissions from residents of this block.

Alderman Jackson appeared before the Committee and urged the Committee to give consideration to implementing parking regulations as requested by the area residents.

Following discussion the Committee agreed to recommend to City Council that a "One Hour Parking Time Limit, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of East 32nd Street between Crockett and Munn Streets in combination with the existing "Alternate Side Parking" regulation.

Henderson General Hospital

The Committee generally discussed the parking problems in the area of the Henderson General Hospital and agreed to recommend to City Council:

That the Hamilton Civic Hospital's Board of Directors be requested to undertake a review of the parking requirements for the employees and visitors of the Hamilton Henderson Hospital on Concession Street with a view to providing adequate parking facilities so as to reduce the excessive parking on residential streets in the area of the Hospital.

In a report dated January 17, 1990 the Director of Traffic Services recommended that the Committee considered the change from parking permit to a Three Hour Time Limit on both sides of Margaret Streets from King to Main Streets, after hearing the submission of Alderman T. Cooke. In additionhe recommended that the Director of Traffic Services review the feasibility of altering the parking regulations on the east side of Margaret Street between King and Main Streets to allow additional parking between some of the driveway approaches.

Following discussion the Committee agreed to recommend to City Council:

That a three hour time limit 9:00 a.m. to 5:00 p.m., Monday to Friday regulation be implemented on the east side of Margaret Street from King to Main Streets.

Parking Regulations - East side of Margaret Street between King Street and Main Streets

The Committee also directed the Director of Traffic Services to review the feasibility of altering the parking regulations on the east side of Margaret Street between King Street and Main Streets to allow additional parking between some of the driveway approaches.

232 Caroline Street South

As recommended by the Director of Traffic Services in a report dated January 10, 1990, the Committee agreed to recommend the following to City Council:

That the application by 217394 Ontario Inc. (McIntyre Electric Ltd.), 232 Caroline Street South, to lease a portion of the boulevard of Caroline Street South be approved, provided that:

(a) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100 per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14.

(b) The owner pays a one time $25 registration fee, as approved by the City Council on 1986 January 14.

(c) The owner pays a one time $150 processing fee, as approved by the City Council on 1988 January 12.

(d) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(e) The parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(f) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

132 Young Street

As recommended by the Director of Traffic Services in a report dated December 18, 1989 the Committee agreed to recommend the following to City Council:

(a) That the existing residential boulevard parking agreement between the City and Frank Murphy, registered as Instrument No. 289893 C.D. to the property at No. 132 Young Street be discharged, at the property owners expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the City Treasurer be directed to revise the billing records accordingly.

Ferguson Avenue/King William Street

As recommended by the Director of Traffic Services in a report dated November 29, 1989 the Committee agreed to recommend the following to City Council:

(a) That the existing "No Stopping, Wheelchair Loading Only" regulation on the east side of Ferguson Avenue commencing at a point 102 feet north of King William Street and extending to a point 47 feet northerly therefrom be relocated such that it commences at a point 53 feet north of King William Street and extends to a point 49 feet northerly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Dundurn Street South/ Homewood Avenue

As recommended by the Director of Traffic Services in a report dated December 08, 1989 the Committee agreed to recommend the following to City Council:

(a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, 7 days a week" regulation be implemented on the north side of Homewood Avenue commencing at a point 350 feet east of Dundurn Street South and extending to a point 43 feet easterly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Tiffany Street/ Barton Street

As recommended by the Director of Traffic Services in a report dated December 08, 1989 the Committee agreed to recommend the following to City Council:

(a) That a "Permit Parking" regulation be implemented on the east side of Tiffany Street commencing 273 feet north of Barton Street West and extending to a point 24 feet northerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. B. Falletta, 28 Tiffany Street; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Herkimer Street/Locke Street

As recommended by the Director of Traffic Services in a report dated January 15, 1990 the Committee agreed to recommend the following to City Council:

(a) That a "Permit Parking" regulation be implemented on the south side of Herkimer Street commencing at a point 643 feet west of Locke Street South and extending to a point 23 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Stan Thompson, 337 Herkimer Street; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Mackenzie Road

As recommended by the Director of Traffic Services in a report dated December 06, 1989 the Committee agreed to recommend the following to City Council:

(a) That parking be prohibited on the north side of Mackenzie Road between East 27th Street and a point 135 feet easterly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Locke Street/Main Street West

As recommended by the Director of Traffic Services in a report dated November 29, 1989 the Committee agreed to recommend the following to City Council:

(a) That northbound motorists in the east curb lane of Locke Street South be required to turn right onto Main Street West; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Macklin Street/Dufferin Street

As recommended by the Director of Traffic Services in a report dated January 10, 1990 the Committee agreed to recommend the following to City Council:

(a) That a School Bus Loading Zone be implemented on the east side of Macklin Street, commencing at a point 442 feet north of Dufferin Street and extending to a point 280 feet northerly therefrom; and

(b) That a School Bus Loading Zone be implemented on the east side of Macklin commencing at a point 805 feet north of Dufferin and extending to a point 160 feet northerly therefrom; and

(c) That City Traffic By-law 89-72 be amended accordingly.

90 Duke Street

As recommended by the Director of Traffic Services in a report dated January 10, 1990 the Committee agreed to recommend the following to City Council:

That the Director of Traffic Services be authorized to issue, upon request one time limit exemption permit to Mr. Dave Maida, 90 Duke Street, Apt. #1708.

MacNab Street North

As recommended by the Director of Traffic Services in a report dated January 10, 1990 the Committee agreed to recommend the following to City Council:

(a) That the five 30 minute meters on MacNab Street North between Cannon Street and Vine Street be increased to a one hour duration; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Breadalbane Street

As recommended by the Director of Traffic Services in a report dated January 12, 1990 the Committee agreed to recommend the following to City Council:

(a) That the limits of the northbound one-way operation of Breadalbane Street between King Street West and Hunt Street be revised such that the one-way operation extends from Hunt Street to a point 164 feet south; and

(b) That the hours of the northbound one-way operation be revised from full-time to between the hours of 4:00 p.m. and 6:00 p.m., Monday to Friday only; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Ontario Traffic Conference

The Committee agreed to recommend to City Council, that the Chairman or his designate be authorized to attend the Ontario Traffic Conference on May 6-9, 1990 in Cornwall, Ontario.

Bills

The Committee approved the following Bills for submission to City Council:

(a) By-law to Incorporate Block 44, Plan 62M-614 into Ossington Drive

(b) By-law to Incorporate Block 45, Plan 62M-614 into Broughton Drive

(c) By-law to close and to authorize the sale of Raeburn Road, designated as Parts 22, 23, 24 and 25, Plan 62R-8933

(d) By-law to Incorporate Part 2, Plan 62R-9553 into Rita Avenue

(e) By-law to Incorporate Part 20, Plan 62R-6257 into Quaker Crescent

(f) By-law to Incorporate Part 19, Plan 62R-6257 into Queen Victoria Drive

(g) By-law to Incorporate Block 80, Plan 62M-628 into Republic Avenue

(h) By-law to close and to authorize the sale of the public Walkway, from Upper James Street to Allison Crescent, Part 1, Plan 62R-5020

(i) By-law to establish and open the Alley North of King Street East from Wellington Street easterly to west limit of the first north/south Alley designated as Part 1, Plan 62R-10875

73 Elgar Avenue

Mr. F. Morgan of 73 Elgar Avenue appeared before the Committee to express his concerns relative to the parking prohibition implemented on the west side of Elgar Avenue between Limeridge Road and Fassett Avenue.

It was noted that on the recommendation of the Director of Traffic Services and the Fire Chief, the Transport and Environment Committee and City Council at its meeting on August 29, 1989 implemented a parking prohibition on the west side of Elgar Avenue between Limeridge Road and Fassett Avenue.

Mr. Morgan submitted that notwithstanding a previous petition the majority of residents opposed the recent removal of parking. He filed with the Committee a petition signed by 8 residents of the Elgar/Fassett Avenue area opposing the removal of the parking on the west side of Fassett Avenue.

Following discussion the Committee agreed to take no action to change the current parking regulations.

Installation of Lighting in the public assumed alleyway

As recommended by the Acting Commissioner of Engineering in a report dated January 17, 1990 the Committee approved the installation of lighting in the public assumed alleyway between Barton Street and Robert Street, east of James Street at an estimated cost of $2 000 and further agreed to request the Planning and Development Committee for funding under the Commercial Improvement Program.

Reduce Speed Limits in School Areas

Copies of an information report dated January 18, 1990 from the Director of Traffic Services respecting reduce speed limits in school areas were distributed to the members.

Alderman Hinkley appeared before the Committee in connection with this matter which he raised with Transport and Environment Committee at its meeting on October 02, 1989.

In his report Mr. Main advised as to the results of his survey of a number of large Canadian Cities and submitted the following conclusions:

- The consensus of the 11 municipalities surveyed is that the reduced speed limits adjacent to schools are ineffective and create credibility and enforcement problems.

- Under the present system, problems in school areas at school times are relatively insignificant since for 11 months in 1989 only two reported collisions occurred on local streets and five on arterial streets adjacent to schools involving children between the ages of 5 and 14 years or younger during school crossing hours, at non-signalized locations

- It may be impossible to improve the present safety record

- Full-time lower speed limits adjacent to schools are ineffective and not credible.

- Recent studies conducted in Tucson and Phoenix, Arizona concluded that flashers added to other traffic control devices do not reduce the speed of traffic and when installed in school areas the speeds were increased marginally during school hours.

- The cost of implementing part-time lower speed limits adjacent to 69 schools frontages on arterial streets alone would be in the area of $300 000, not including annual maintenance costs.

- Since this is a major issue, the Traffic Department should be allowed the time to conduct an international literature search to determine the effects of lower speed limits in school areas internationally. This can be done through the Institute of Transportation Engineers and the Bureau of Public Roads at a very nominal cost which will have no impact on the budget.

Following considerable discussion the Committee agreed to authorize and direct staff to proceed further with its studies and further agree that at such time the staff report is complete and filed with the Committee, consideration would be given to holding a public meeting to receive comments.

Roadway and Sidewalk Reconstruction Program

With regard to the roadway and sidewalk reconstruction program Mr. Aston advised that his department is preparing a report and recommendation for the Committee with respect to how it might deal with the supplementary list of projects as well as suggesting a philosophy on how to deal with prioritizing streets for reconstruction in future years.

Mr. P. Price expressed the concerns of the Hamilton Safety Council with respect to the impediment to pedestrian traffic at the following locations as a result of construction projects:

- King and McNab Streets

- Main and James Streets

- Catharine and Jackson Streets

Alderman Merling expressed concerns with regard to the amount of staff time required to undertake studies at the request of individual Aldermen. In this regard it was agreed that if requests from individual Aldermen will result in considerable staff time, the Department Head is to advise that Alderman accordingly and of the need to have same approved by the Transport and Environment.

Adjournment.

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED,

J. J. Schatz,
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

Monday, February 05, 1990
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were Present:	Alderman D. Christopherson, Acting Chairman Alderman T. Cooke Alderman V. Agro Alderman D. Drury Alderman D. Agostino Alderman T. Murray
Absent:	Alderman H. Merling, Chairman (Vacation) Mayor R. M. Morrow (Civic Business) Alderman J. Smith (Civic Business)
Also Present:	Mrs. B. Price, Hamilton Safety Council Miss S. Wilson, Board of Education Mr. G. Aston, Regional Engineering Department Mr. M. Main, Director of Traffic Services Mr. J. Pavelka, Director of Public Works Mr. D. Lobo, Department of Public Works Mr. M. Watson, Property Department Mr. J. J. Schatz, Acting Secretary

Templemead Drive

As recommended by the Director of Property in a report dated January 22, 1990 the Committee agreed to recommend to City Council:

That an Offer to Purchase executed by Francesco Loiero, Director of 672385 Ontario Inc., on December 8, 1989 and scheduled for closing on or before March 29, 1990 for the purchase of a one foot reserve along the easterly limit of Templemead Drive, be approved and completed.

NOTE: The subject property is a one foot strip of land along the easterly limit of Templemead Drive, shown as Parts 17-31 inclusive on Plan 62R-10632, containing a total area of 46.45 square metres (500.05 square feet). The purchase price of $33 307 is to be credited to Account No. CH 4X501 00107 (Services through unsubdivided land). A certified deposit cheque in the amount of $3 330 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that this Offer to Purchase is conditional upon the Purchaser paying for all City and Regional costs and levies for services attributable to one-half of Templemead Drive abutting Parts 17-31, Plan 62R-10632.

The above condition to be satisfied on or before the closing date of March 29, 1990.

In the event the above conditions are not satisfied by the closing date, then this Offer to Purchase shall be null and void and the Purchaser's deposit shall be returned in full without interest or penalty.

Modified Subdivision Agreement - Courtland Avenue and StoneChurch Road West

As recommended by the Acting Commissioner of Engineering in a report dated January 17, 1990 the Committee agreed to recommend to City Council:

(a) That the City's share of the cost of curbs, sidewalks and final roads for "Modified Subdivision Agreement - Courtland Avenue and Stone Church Road West" be increased by $3 700 to $83 152; and

(b) That the Finance and Administration Committee be requested to recommend the source of funding for these additional costs.

NOTE: The additional funds are required for payment based on the successful contractor's unit prices.

Incorporate Certain City Lands

As recommended by the Acting Commissioner of Engineering in a report dated January 18, 1990 the Committee agreed to recommend to City Council:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate certain City lands into the following streets:

- Greenhill Avenue, Queen Victoria Drive, Quaker Crescent, Limeridge Road.

Details respecting this matter are set forth in a Schedule "A" appended to the report.

Inadvertent Encroachemnt Agreements

As recommended by the Acting Commissioner of Engineering in a report dated January 03, 1990 the Committee agreed to recommend:

That the applications for Inadvertent Encroachment Agreements relative to the following properties be approved during the pleasure of Council provided:

- 12 Pide Street
- 89-91 West Avenue
- 15 Grant Avenue
- 31-33 Douglas Street

School Bus Loading Zone

As recommended by the Director of Traffic Services in a report dated January 16, 1990 the Committee agreed to recommend to City Council:

(a) That the existing school bus loading zone on the east side of Hummingbird Lane which commences at a point 542 feet south of Bobolink Road and extends to a point 80 feet southerly be extended such that the regulation commences at a point 502 feet south of Bobolink Road and extends to a point 120 feet southerly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Time Limit Exemption Permit - 840 Concession Street

As recommended by the Director of Traffic Services in a report dated January 25, 1990 the Committee agreed to recommend to City Council:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment building at No. 849 Concession Street.

No Stopping, Wheelchair Loading Zone

As recommended by the Director of Traffic Services in a report dated January 16, 1990 the Committee agreed to recommend to City Council:

(a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Gertrude Street commencing at a point 587 feet west of Depew Street and extending to a point 28 feet westerly, be extended such that the regulation commences at a point 615 feet west of Depew Street and extends to a point 26 feet westerly therefrom; and

(b) That City Traffic By-law 89-72 be amended accordingly.

Permit Parking Regulation - Simcoe Street

As recommended by the Director of Traffic Services in a report dated January 26, 1990 the Committee agreed to recommend to City Council:

(a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing 91 feet south of Simcoe Street East and extending to a point 23 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Domingos Darocha, 382 Mary Street; and

(c) That City Traffic By-law 89-72 be amended accordingly.

Parking Regulations

As recommended by the Director of Traffic Services in various reports the Committee agreed to recommend to City Council:

That City Traffic By-law 89-72 be amended to provide for the following;

(a) That a "No Parking, 8:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on the west side of Hummingbird Lane between Skylark Drive and Bobolink Road.

(b) i. That an "Alternate Side Parking" regulation be implemented on Rideau Crescent between Moxley Drive and the west end, such that parking is prohibited on the north side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and on the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

ii. That in combination with the "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of Rideau Crescent between Moxley Drive and the west end.

(c) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Aikman Avenue commencing 207 feet east of Wentworth Street South and extending to a point 75 feet easterly therefrom be extended such that it commences at a point 142 feet east of Wentworth Street South and extends to a point 140 feet easterly therefrom.

(d) That the existing "No Parking, 8:00 a.m. to 4:00 p.m. Monday to Friday" regulation on the south side of Roxborough Avenue between Graham and Houghton Avenues be shortened, such that the regulation commences at Graham Avenue and extends to a point 96 feet easterly therefrom.

(e) That the existing "Permit Parking" regulation on the east side of Locke Street which commences 80 feet north of Napier Street and extends to a point 152 feet northerly therefrom be shortened such that the regulation commences 80 feet north of Napier and extends to a point 102 feet northerly therefrom.

(f) That a "One Hour Parking Time Limit", to be in effect 24 hours a day, Monday to Friday, be implemented on the south side of Strachan Street East from John Street North to a point 141 feet westerly therefrom.

(g) That a stopping prohibition be implemented on the north side of McElroy Road East between Upper Wellington Street and a point 55 feet westerly therefrom.

(h) That the existing 99 foot "No Stopping" regulation on the east side of Princeton Drive, south of Morningside Drive, be extended such that the regulation extends to a point 118 feet south of Morningside Drive.

Air and Waste Management Association Conference

The Committee agreed to recommend to City Council that the Chairman of his designate be authorized to attend the Air and Waste Management Association Conference on April 22-24, 1990, Skyline Hotel, Toronto, Ontario.

Proposed Alley Closures between King William Street and King Street East

Ms. Mary Pocius of the International Village B.I.A. appeared before the Committee in connection with the recommendation of the Acting Commissioner of Engineering with respect to the proposed Alley Closures between King William Street and King Street East of Walnut Street.

In response to a query from Ms. Pocius as to the specific alleyway being closed, Mr. Aston advised that the service alleyway which is of concern to the International Village B.I.A. is not affected by the proposed closures.

Following discussion, the Committee agreed to recommend the following to City Council:

(a) That the City Solicitor be directed to prepare a By-law for the stopping up, closing and sale of the portions of two alleys in the block bounded by King William Street, King Street East, Walnut Street North and Ferguson Avenue North;

(b) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

(c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

(d) That the Regional Surveyor register a reference plan under the Registry Act, to delineate the manner in which the closed alley is to be distributed to the abutting owner;

(e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and

(f) That the City Solicitor make application to the Ministry of Housing under Section 443 (8) of the Municipal Act for approval of the By-law.

Royalvista Drive

As recommended by the Acting City Solicitor in a report dated January 12, 1990 the Committee agreed to present a by-law to City Council:

To Incorporate Part 3 and the easterly 58.55m of Part 2, Plan 62R-9377 into Royalvista Drive.

Proposed Alleyway - Brunswick Street

Mr. and Mrs. T. Oikawa of 2054 Barton Street East appeared before the Committee in connection with the proposed closure of the alleyway running easterly from Brunswick Street immediately south of Barton Street.

In a report dated January 29, 1990 the Acting Commissioner of Engineering recommended the alleyway be closed and that the appropriate staff be authorized and directed to take the necessary steps to effect same.

In his report the Engineer advised that circularization of 56 area residents resulted in the following:

In favour 11, opposed 1, no response 44

Mr. Aston advised that there is some question as to whether or not proper notice of this meeting was given by his Department to all interested parties and in particular the resident who is in opposition to the closure.

With the concurrence of Mr. and Mrs. Oikawa, the Committee agreed to table this matter until the March 05, 1990 meeting of the Committee and directed the Engineering staff to recirculariz the area residents.

Clearing of Snow from Sidewaks adjacent to commercial properties

The Committee discussed the procedures followed by the Public Works Department with respect to the clearing of snow from sidewalks adjacent to commercial properties and requested the Director of Public Works to undertake to provide a status report on what has been occurring to date with respect to this matter.

Adjournment.

There being no further business the meeting then adjourned.

TAKEN AS READ AND APPROVED,

J. J. Schatz,
Acting Secretary

ALDERMAN D. CHRISTOPHERSON, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2.

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 January 30
COMM FILE:
DEPT FILE: (4508)

SUBJECT: ***603979 Ontario Ltd. - Land Titles Application - 1' Reserve - Acadia Drive -***

RECOMMENDATION:

That 603979 Ontario Ltd. be authorized to include the City owned 1' Reserve located on the east side of Acadia Drive in their applications for registration of their own land into the Land Titles System.

Note: The subject reserve is part of Lot 9, Concession 8 in the City of Hamilton and shown as Part 14 on the attached plan prepared by A.J. Clarke & Associates Ltd, January 11, 1990.

D. W. Vyce

FINANCIAL IMPLICATIONS: - *N/A*

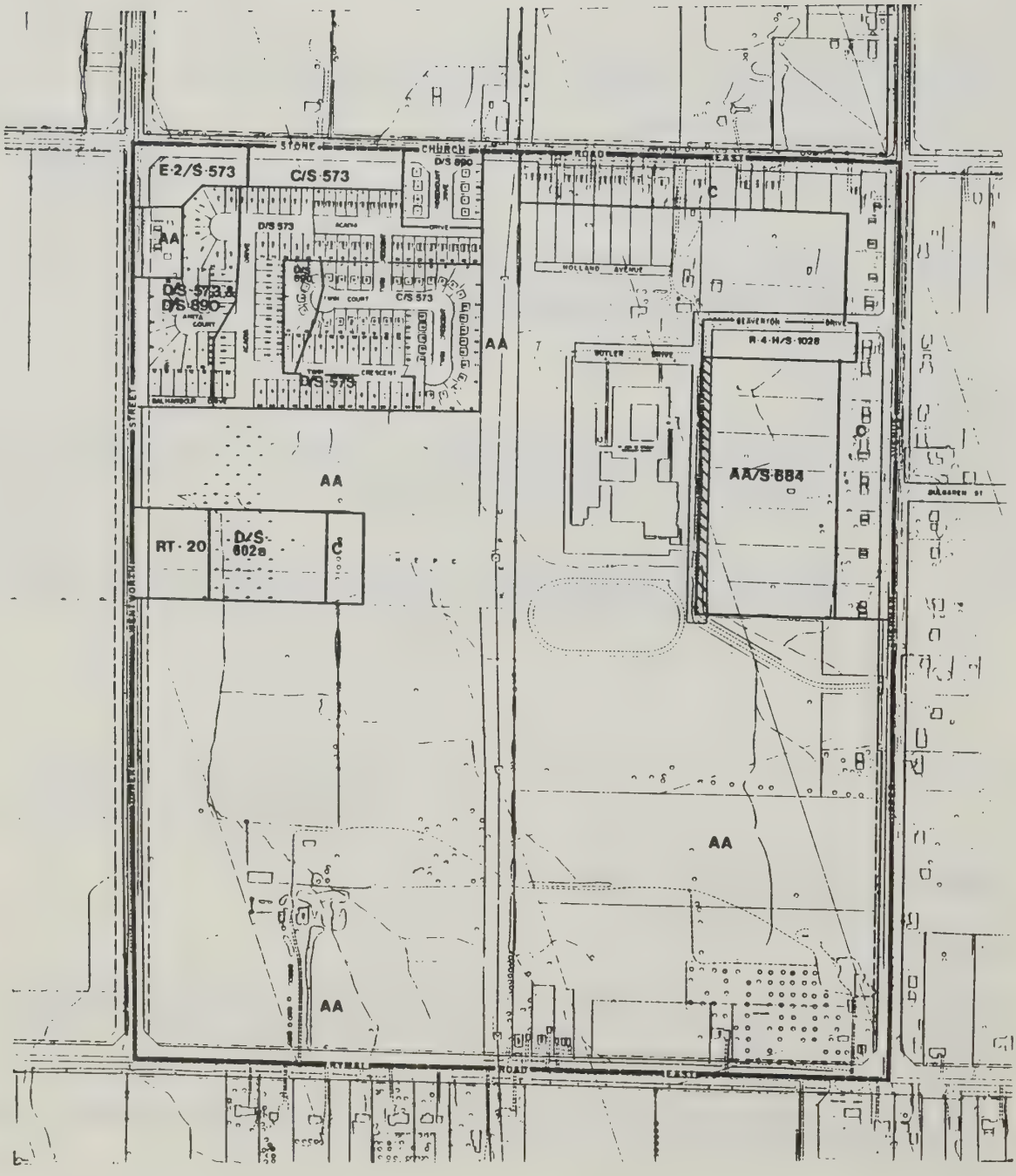
BACKGROUND:

603979 Ontario Ltd. has requested that the subject reserve be included in their Land Titles application to expedite the proposed plan of subdivision once full municipal services are available.

Title to the 1' Reserve will still be retained by the City to ensure compliance with municipal requirements.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor
- Mr. R. Douglas, Supervising Surveyors



33	118	112
8	19	43
24	23	15

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

BUTLER

ZONING

Neighbourhood Boundary
Zoning Boundary

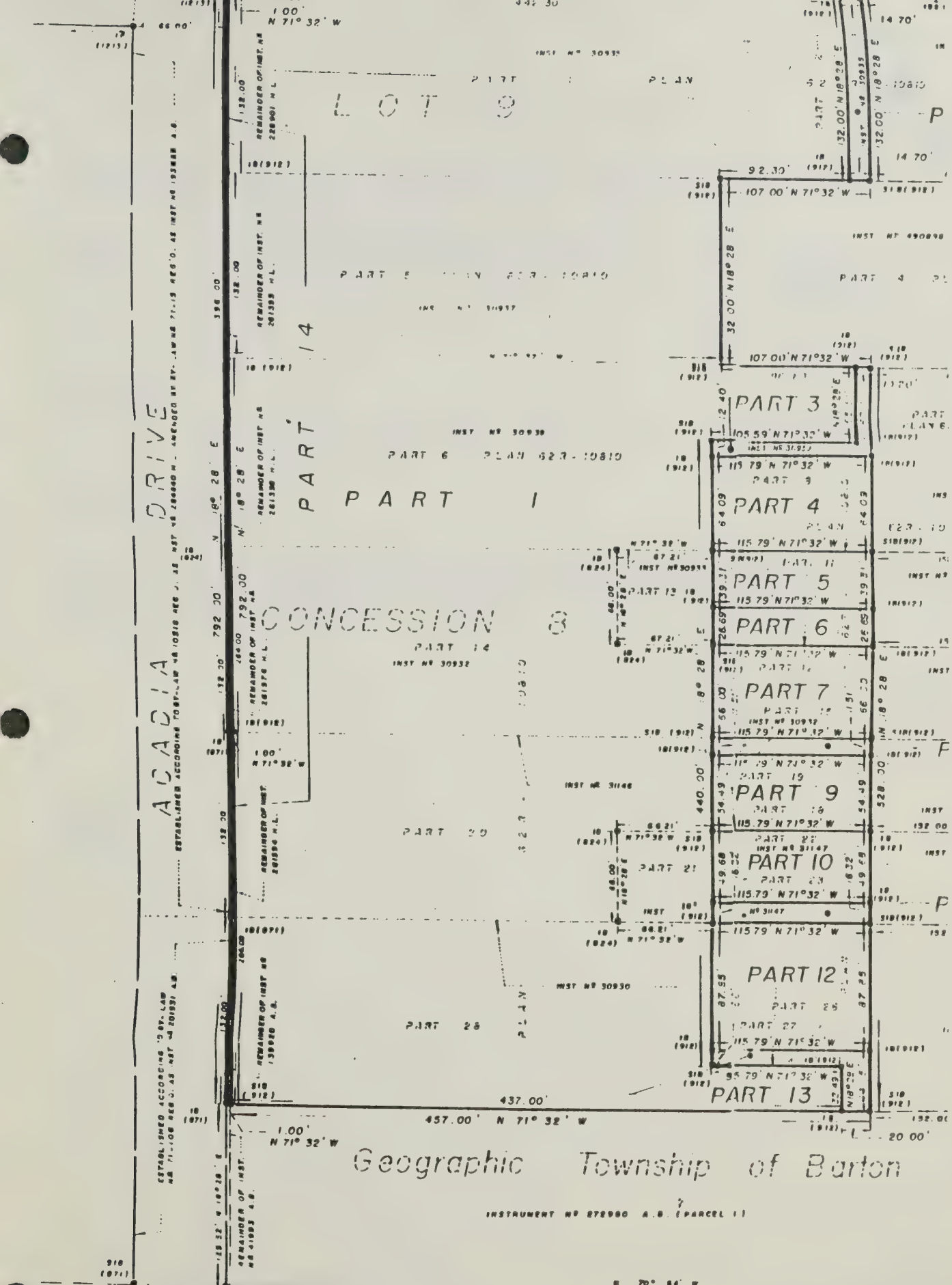
SCALE 0 50m 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

Plan no. 7506

JUNE 1988

Page no. 19


LOT 9
CONCESSION 8
PART 1
PART 2
PART 3
PART 4
PART 5
PART 6
PART 7
PART 9
PART 10
PART 12
PART 13
ACADIA DRIVE
Geographic Township of Barton
INSTRUMENT Nº 272980 A.B. (PARCEL 1)
PLAN 62R-
RECEIVED AND DEPOSITED
DATE
LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH(No 62)
APPROVED
DATE
ASSISTANT EXAMINER OF SURVEYS
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT
A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS • CONSULTING ENGINEERS

3(a)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, ACTING
COMMISSIONER OF ENGINEERING

DATE: 1990 January 30
COMM FILE:
DEPT FILE: (See Schedule)
I.D. lorie

SUBJECT

Incorporating certain City lands into various streets, avenues, etc.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate certain City lands into various streets, etc. as described in Schedule "A", appended hereto, to be approved during the Pleasure of Council.

Ted Gill P.Eng.
E. M. Gill, Acting
Commissioner of Engineering

HMS:lj
Attach.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Rupert Court	Part 1, Plan 62R-10882	(NIL)	To provide access from Rupert Court (as est'd by By-Law No. 88-73) to Rupert Court, Plan 62-588	S701-48
Quincy Court	Block 19, Plan 62M-471 (excepting Parts 4 & 5 Plan 62R-8468)	(NIL)	To provide access from abutting lands to and from Quincy Court (as est'd by Plan 62M-471)	S717-07

FOR ACTION

3(b)

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL
ACTING COMMISSIONER OF ENGINEERING

DATE: February 8, 1990
COMM FILE:
DEPT FILE: E454-03A
ID rose

SUBJECT

Discharge of Service Agreement

RECOMMENDATION

The Service Agreement, dated 62 December 17, between the City of Hamilton and Ryckman's Corners Enterprises Limited for lands on the east side of Upper James Street, municipally known as 1565 Upper James Street, be discharged as it is no longer required.

Ted Gill

E.M. Gill
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Corporation of the City of Hamilton and Ryckman's Corners Enterprises Limited entered into a servicing agreement for the purpose of conveying specific lands to a Stanley Boyce and Olga Boyce and servicing the said lands.

As this servicing agreement, dated 17 December 1962, is no longer required, the solicitor Fraser and Beatty, acting on behalf of the purchaser, DiCenzo Construction Company, wish to clear the property title.

TLM:rbo

F O R A C T I O N

3(a)

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. Gill, P.Eng.
ACTING COMMISSIONER OF ENGINEERING

Date: 1990 February 8
Comm File:
Dept File: G71-01
823-55

SUBJECT

Windermere Basin Rehabilitation Project

RECOMMENDATION

That:

1. the City of Hamilton cost share in the amount of $107,000.00 increased cost of the Windermere Rehabilitation Project, subject to the other Funding Partners agreeing to cost share in the remaining balance of the increased cost; and,

2. this report be forwarded to the Finance and Administration Committee to recommend a method of financing the increased cost.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Approved Cost	$750,000.00
Increased Berm Construction Cost	107,000.00
TOTAL Estimated Cost	857,000.00
Approved Appropriation	750,000.00
Additional Funds Required	$107,000.00

Continued . . .

Continued . . .

BACKGROUND

Tenders were called and administered by Public Works Canada to clean up the existing extreme siltation conditions. This was undertaken through a scheme of partial dredging and removal of sediment, and depositing such sediment in confined areas by constructing protective berms. These berms are located within the limits of the Windermere Basin area, with a view to creating usable land and maximizing the resulting area of open water within the basin.

In accordance with the funding agreement, the cost of this project was to be shared on the following basis:

Hamilton-Wentworth Region	(16.7%)	$ 750,000.00
City of Hamilton	(16.7%)	750,000.00
Public Works Canada	(27.8%)	1,250,000.00
Province of Ontario	(27.8%)	1,250,000.00
The Hamilton Harbour Commissioners	(11.0%)	500,000.00
		$4,500,000.00

We have been advised by Public Works Canada, the Contract Administrator, that in order to complete this project an additional $731,803.23 will be required.

The increased cost has resulted due to the increased quantities of fill required to construct the berms, and associated time delays with the supply of clean fill material from ongoing construction projects. Public Works Canada, the Province of Ontario, and the Hamilton Harbour Commissioners will also commit to funding the increased cost provided that the Region and City of Hamilton commit to cost sharing of the increased cost.

Continued . . .

Continued . . .

As a result of the increased construction cost, the funding partners are being requested to provide additional funding.

The cost share breakdown is:

Hamilton-Wentworth Region	(14.6%)	$ 106,638.21
City of Hamilton	(14.6%)	106,638.21
Public Works Canada	(24.3%)	177,730.34
Province of Ontario	(24.3%)	177,730.34
Hamilton Harbour Commissioners	(22.2%)	163,066.13
Total Increased Cost		$ 731,803.23

TRE:clc

cc: B. Hotrum, City Treasury

3(d)

FOR ACTION

REPORT TO: MR. J. SCHATZ, ACTING SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: FEBRUARY 12, 199
COMM FILE:
DEPT FILE: E308-02C

SUBJECT:

PPM Canada Inc. Decontamination of PCBs for the Regional Municipality of Hamilton-Wentworth.

RECOMMENDATIONS

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

a) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 3 782 litres of PCB contaminated mineral oil at the Region's 850 Greenhill Avenue Water Pumping Station in Hamilton provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;

b) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc.;

c) If provision has not been made by the MOE to advise the Greenhill Avenue residents of the proposed work to be carried out at 850 Greenhill Avenue, PPM Canada Inc. will carry out the necessary notification of area residents; and,

d) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

Ted Gill

E.M. Gill, P. Eng.
Acting Commissioner of Engineering

Cont'd...

PPM Canada Inc. Decontamination of PCBs for the Regional Municipality of Hamilton-Wentworth

Cont'd...

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Region of Hamilton-Wentworth, in an effort to improve the environment, has hired PPM Canada Inc. to carry out on-site PCB decontamination at its Water Pumping Station located at 850 Greenhill Avenue in Hamilton.

PPM Canada Inc. has made application to the MOE for site approval to carry out the PCB decontamination. The application by PPM Canada Inc. to the MOE covers the destruction of 3 782 litres of PCB contaminated transformer oil contained in 17 forty-five gallon drums. The transformer oil contains less than 313 parts per million (ppm) of PCBs.

PPM Canada Inc., and the PCB destruction technology used by this company, has been fully recognized and approved by the MOE. The decontamination process involves a chemical reaction in which the PCBs are destroyed through dechlorination. The reaction occurs inside a mobile processing unit (MPU). The oil is circulated through the process until it contains a non-detectable level of PCBs (less than 2ppm). Materials which contain PCBs at concentrations greater than 50 ppm are considered to be PCB waste.

The cleansed oil will be received and processed by Breslube of Breslau, Ontario.

The work proposed by PPM Canada Inc. is fully detailed in its site application for Certificate of Approval submission to the MOE. A copy of this submission is available from the Regional Engineering Department.

Cont'd...

PPM Canada Inc. Decontamination of PCBs for the Regional Municipality of Hamilton-Wentworth

Cont'd...

BACKGROUND (Cont'd)

The PCB decontamination process will be carried out entirely on Regional property. The 850 Greenhill Avenue Pumping Station is located directly across from several residential properties on Greenhill Avenue. Area residents should be notified of the proposed work by the MOE or PPM Canada Inc.

Under Ministry of Environment regulations governing PCBs, Regulation 148/86, the Ministry is required to notify the City of Hamilton of the proposed work, once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the municipality considers the letter requesting confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

PPM Canada Inc. officials will schedule the work to be carried out over a period of 8 consecutive working days once MOE approval is granted.

EG/md

FOR ACTION

4.

REPORT TO: J. J. Schatz, Acting Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 13
COMM FILE:
DEPT FILE: TEC-32-90

SUBJECT:

Administration of the School Crossing Program.

RECOMMENDATIONS:

(a) That the Regional Municipality of Hamilton-Wentworth and the Hamilton-Wentworth Regional Board of Police Commissioners be advised that the City of Hamilton wishes to administer the School Crossing Program effective 1990 April 01; and

(b) That Area Municipalities within the Region other than the City of Hamilton be offered the opportunity to continue participating in the School Crossing Program under the administration of the City of Hamilton in accordance with the financial arrangements previously in place under the direction of the Regional Police Commission; and

(c) That the responsibility for administering the School Crossing Program be under the jurisdiction of the Director of Traffic Services; and

(d) That the existing Legislative Manager position be retitled Manager of Legislation and School Traffic and that the position of School Crossing Coordinator be approved within budget; and

(e) That the Director of Property and the Director of Traffic Services be directed to investigate the temporary leasing of the necessary office and storage space (approximately 500 square feet) to accommodate the school crossing administrative staff within budget.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The School Crossing Program can be administered by the City of Hamilton Traffic Department in accordance with the 1990 administrative budget approved by the Hamilton-Wentworth Regional Board of Police Commissioners.

BACKGROUND:

By letter dated 1989 October 11, the Regional Municipality of Hamilton-Wentworth was advised that the Hamilton-Wentworth Regional Board of Police Commissioners had approved a recommendation that the School Crossing Program be transferred to the Region effective 1990 January 01. The Regional Finance and Personnel Committee has forwarded this matter to the Area Municipalities for their information and comments, as well as to the Regional Engineering Services Committee for a report. By letter dated 1989 November 24, the City of Hamilton was requested to comment on this matter.

The School Crossing Program is currently administered by the Regional Police Department including the conducting of studies and administration of the program for the entire Region, including 195 school crossing guards (176 full-time guards and 19 spares) and three supervisors. The assignment of school crossing guards to specific locations is approved and entirely funded by the six Area Municipalities. The cost to administer the program is also paid by the Area Municipalities on a proportional basis to the number of school crossing guards within each Municipality.

The City of Hamilton currently has 140 school crossing guards, and therefore, is financially responsible for the entire cost of operating these school guard locations, as well as 80% of the administrative costs for the entire crossing guard program. In discussions with the Chief Administrative Officer for the City, the Acting Regional Commissioner of Engineering, the Chairman of the Transport and Environment Committee, the Regional Police and the Director of Traffic Services, there is a consensus that it would be appropriate for the City of Hamilton to assume the responsibility for school crossing guards and that the Traffic Department would be the appropriate department to administer the program.

For many years, the Traffic Department has coordinated requests for school crossing guards throughout the City by forwarding requests to the Regional Police for investigation and by subsequently reporting to the Transport and Environment Committee. The advantages to having the Traffic Department administer the entire program would be as follows:

- direct accountability to the City Council for the administration of the School Crossing Program. While the City pays 80% of the administrative costs of the program, the administration portion of the budget is approved by the Board of Commissionaires of Police at the present time; and

- the provision of technical expertise in conducting studies to determine the feasibility and desirability of assigning school crossing guards to specific locations. The present lack of technical expertise has been a concern of the Regional Police for some time and in fact, the Traffic Department has been conducting technical studies at signalized intersections in recent years; and

- the coordination of technical studies and administration of the program resulting in a better level of service and reporting relationship with the Transport and Environment Committee and a much more rapid response to requests; and

- improved liaison with various public and separate school officials to determine if alternatives exist to the assignment of crossing guards to unwarranted locations; and

- anticipated economies by coordinated purchasing of uniforms, etc., for school crossing guards and by-law enforcement officers; and

- the coordination of hiring and assigning crossing guards with the installation of signing and pavement markings at approved school crossing guard locations; and

- the area Municipalities of Dundas, Stoney Creek, Flamborough, Glanbrook and Ancaster can continue to purchase the services for school crossing guards within these municipalities from the City, rather than the Police Commission, at no additional cost. These Municipalities could however, have the option of dealing directly with the Traffic Department or having a Regional Official act as a coordinator for school crossing guard requests within their own Municipalities.

The Legislative Section of the Traffic Department is responsible for researching and preparing reports to the Transport and Environment Committee respecting requests and petitions for changes to traffic by-law regulations and various traffic control devices including school crossing guards. Therefore, this would be the appropriate section of the Traffic Department to administer the program.

It is proposed that the current "Legislative Manager" position be retitled "Manager of Legislation and School Traffic". This position would continue to coordinate all reports to the Transport and Environment Committee, as well as administer the school traffic program. In order to provide technical expertise in the assessment of requests for school crossing guards and direct administration, an additional position is required, entitled "School Traffic Coordinator" to conduct technical studies of specific locations and make appropriate recommendations, and to administer the School Crossing Program. The "School Traffic Coordinator" would also be able to provide assistance in the preparation of reports and correspondence in the legislative area as required, in order to provide members of Council with an improved level of service.

After reviewing the 1990 school crossing budget of $1,217,450, which has been approved by the Hamilton-Wentworth Regional Board of Police Commissioners, it has been concluded that the proposed "School Traffic Coordinator" position, as well as office and storage space in close proximity to the City Hall, and all other aspects of the program can be provided <u>within budget</u>. This is, in part, because the payroll and computer services can be provided "in house" by the Treasury and Information Systems Departments. The Regional Police have included budget allotments for these services in the past.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk
119 King Street West, 15th floor
Hamilton, Ontario

526-4154

Mailing Address:
P.O. Box 910, Hamilton, Ontario
L8N 3V9

November 24, 1989

Refer to File No.
Attention of
Your file No.

MEMO TO: All Area Municipality Clerks

FROM: D. Beck, Acting Clerk

SUBJECT: **Finance and Personnel Committee Report 14-89, Item 13 Responsibility for School Crossing Guards (FIN 89-221)**

At the regular meeting of Council held on Tuesday, November 21, 1989, the following recommendation was concurred in:

a) That Report FIN 89-221 be forwarded to the Area Municipalities for their information and comments; and,

b) That Report FIN 89-221 be forwarded to the Regional Engineering Services Committee for a follow-up report to Council.

Kindly advise this office if we can be of any assistance.

M. A. Ralph

:cab.
Encl. - (FIN 89-221)

cc: G. W. Lawson, Commissioner of Finance

Item 2.13

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Finance
119 King Street West, 14th floor
Hamilton, Ontario
Fax # (416) 526-8486

Mailing Address:
P.O. Box 910, Hamilton, Ontario
L8N 3V9

Refer to File No.
Attention of
Your File No.

Councillor A. Sloat, Chairman
and Members of the Finance and Personnel Committee

October 30, 1989
Finance #FIN 89-221

SUBJECT: RESPONSIBILITY FOR SCHOOL CROSSING GUARDS

Origin

At the regular meeting of Regional Council held Tuesday, October 17, 1989, the following communication was referred from the Hamilton-Wentworth Regional Board of Commissioners of Police:

> "Whereas School Crossing Guards are assigned to locations approved by the Local Municipalities of Hamilton, Stoney Creek, Dundas, Ancaster and Flamborough, and
>
> Whereas the operational costs of the School Crossing Guard Program is administered completely by these Municipalities void of any financial responsibility of this Board or the Hamilton-Wentworth Regional Police,
>
> Therefore be it resolved that this Board convey that the total authority to manage and operate the School Crossing Guard Program be given to the Regional Municipality of Hamilton-Wentworth on January 1, 1990."

History

Since 1974, the responsibility for the School Crossing Guard Program has been with the Hamilton-Wentworth Regional Police. At the present time other than Metro Toronto, Hamilton-Wentworth is the only Regional Police Force to administer a School Crossing Guard Program. The Board of Commissioners of Police is concerned of the status of their employer/employee relationship, especially in light of the Pay Equity Legislation and is requesting this responsibility be transferred to the Region.

Analysis

Each Area Municipality, through their various Traffic Departments, determine the location where they need a School Guard and advises the Police Department to assign a School Guard. The full cost for this service including the administration is borne by the Area Municipality involved.

The major costs of the School Crossing Guard Program are:

1. Salaries and Benefits
2. Clothing and Uniforms
3. Car Allowance and Travel
4. An Administrative Charge based on the percentage of Guards.

The program, administered by two full-time and one contract staff, includes 185 School Guards and Spares. A complete analysis of personnel is on the attached "Schedule A".

The cost of the School Crossing Guard Program is allocated to each participating Area Municipality as "Specially Rated", and is based on the number of Guards in each Municipality.

There could be two alternatives to the request by the Board of Commissioners of Police:

1. Transfer the responsibility back to the Area Municipalities.

2. Transfer the responsibility to the Region.

If option one is approved, the Regional School Crossing Guard Program will be disolved and the individual Municipalities will assume the responsibility.

There are cost savings of having a centralized School Traffic Guard Program. For example, centralized purchasing of the uniforms, centralized payroll services, administration, along with replacement staff from the pool of School Crossing Guards.

If option two is approved to transfer the responsibility to the Region, the Engineering Department would seem to be the most logical department since they have the responsibility for the roads. They could determine if the School Crossing Guard Program would be suitable under their operation or review and recommend an alternative. This matter has been discussed with the Regional Engineer. The Finance and Personnel Committee should refer this matter to the Regional Engineering Committee for their consideration and to the Area Municipalities for their comments.

RECOMMENDATION

1. That this report be forwarded to the Area Municipalities for their information and comments.

2. That this report be forwarded to the Regional Engineering Services Committee for a follow-up report to Council.

Respectfully submitted,

G.W. Lawson
Treasurer and Commissioner of Finance

TJB/er

Schedule A

ANALYSIS OF SCHOOL CROSSING GUARD PERSONNEL

ADMINISTRATIVE	Program Co-ordinator	1
	Assistant	1
	Contract Staff (10 Months)	1
TOTAL		3
CROSSING GUARDS	Hamilton	135
	Stoney Creek	19
	Dundas	7
	Ancaster	7
	Flamborough	1
	SPARES	16
TOTAL		185
TOTAL PERSONNEL ASSOCIATED WITH PROGRAM		188

Hamilton-Wentworth Regional Board of Commissioners of Police

Councillor
William M. McCulloch, *Chairman*
Virginia L. Cott, *Vice Chairman*
Alexander Mouriopoulos, *Commissioner*
Councillor
Thomas P. Murray, *Commissioner*
His Honour Judge Irene M. Stayshy
Gordon J. Sullivan, *Commissioner*
E.A. Simpson, *Secretary*
City Hall, Hamilton

October 11, 1989.

Mr. D. Beck,
Acting Regional Clerk,
The Regional Municipality of Hamilton-Wentworth,
119 King St. West,
HAMILTON, Ontario.

Dear Mr. Beck:

The following is an extract from the minutes of the meeting of the Hamilton-Wentworth Regional Board of Commissioners of Police which was held on Wednesday, September 20, 1989:

"Deputy Chief D. Larson and Inspector Terry Sullivan appeared before the Board in connection with the report dated August 30, 1989, from Chief Millar, recommending that the School Crossing Programme be transferred to the Region, effective January 1, 1990. The full cost of the programme is borne entirely by the participating municipalities. The Board adopted this report."

OFFICE OF THE CLERK

py to:			For:	
sworth		Chairman		
derson		Hirdson		
nningham		Lawson	✓	Information
huster		Lowe		Action
chweinbenz	✓	Spencer		Council Oct 17/89
		Trm Thoms		Communication ✓
				Refer to Comm
			F&P & TSC	

Yours very truly,

E. A. Simpson,
Secretary,
Hamilton-Wentworth Regional
Board of Commissioners of Police.

RECEIVED
OCT 11 1989
REGIONAL CLERKS OFFICE

Hamilton-Wentworth Regional Police

155 King William Street, P.O. Box 1060, Station A, Hamilton, Ontario, Canada, L8N 4C1 Telephone: (416) 522-4925
Administration Fax: (416) 522-6958 Operations Fax: (416) 522-9199

Chief of Police Colin T. Millar

30 August 1989

Chairman and Members,
The Hamilton-Wentworth Regional
Board of Commissioners of Police.

RE: RESPONSIBILITY FOR SCHOOL CROSSING GUARDS

Commissioners:-

Resolution:

Whereas School Crossing Guards are assigned to locations approved by the local municipalities of Hamilton, Stoney Creek, Dundas, Ancaster and Flamborough,

And Whereas the operational costs of the School Crossing Guard Program is administered completely by these municipalities void of any financial responsibility of this Board or the Hamilton-Wentworth Regional Police,

Therefore be it resolved that this Board convey the total authority to manage and operate the School Crossing Guard Program to the Regional Municipality of Hamilton-Wentworth on January 1st, 1990.

As background information I have attached a report by Inspector Terry Sullivan and a legal opinion by Mr. David Beck. Essentially both conclude by virtue of past practices and organizational responsibilities that School Crossing Guards may be viewed as employees of the Board and thereby members of the Hamilton-Wentworth Regional Police.

Continued.....

Chairman and Members,
The Hamilton-Wentworth Regional
Board of Commissionrs of Police
Re: Responsibility for School Crossing Guards - cont'd.

Despite the fact that the financial obligation of the School Crossing Guard Program is completely covered by the user municipalities, it appears in the best interests of the Board and the Hamilton-Wentworth Regional Police to relieve itself of this employer-employee relationship.

Inspector Sullivan will be present to answer questions regarding the School Crossing Guard program.

Yours truly,

Colin T. Millar
Chief of Police

SCHOOL CROSSING GUARD REPORT

Confidential Internal Discussion Document

INDEX

I. Application
II. Criminal Records Screening
III. Who are the Employers

II. Application:

The School Crossing Guard application for employment is attached (HWRP form #100277 mar86) and is titled *'The Regional Municipality of Hamilton-Wentworth - School Traffic Officer Application'.*

A. The application indicates they are employees of the Region, making no mention of the Hamilton-Wentworth Regional Board of Police Commissioners nor the Hamilton-Wentworth Regional Police.

B. The application asks for information about past criminal convictions for which pardons have not been granted.

C. The application in the 'Conditions Section' asks for proof of age.

D. The application does not contain authorization for police screening.

Recommendation: That the application be corrected to include authorization for police screening - by september 1989.

III. Criminal Records Screening:

For the past 2 years all applicants have been screened by Community Services Officers for criminal records and outstanding charges and fines. This is necessary considering the role these employees have with children and recent past experiences.

It is my opinion that no such authorization is allowed for in the present application configuration. I have attached a copy of the 'authorization" form used by this force (HWRP form #130145), although it does not appear to allow screening for criminal records or outstanding charges and warrants.

Recommendation: Provided the HWRP are authorized to screen applicants for School Crossing Guard positions, a criteria for approval should be agreed upon. Initially I am inclined to use the Ontario Police Commission guideline for screening Block Parents. (attached)

The screening process will likely be contingent on establishing whose employees they are, since it is unlikely the force would provide an application screening function for other than force or Commission employees.

I. Whose Employees are they?

Perhaps the first question which cries out for clarification is "who is the employer of the School Crossing Guards?" Since the issue of pay equity must be addressed in the near future, it will be important to clearly identify who the employer is and include the school crossing guards in their pay equity plan. I have looked at 4 possible employers; i) Hamilton-Wentworth Regional Board of Police Commissioners, ii) Regional Municipality of Hamilton-Wentworth, iii) User municipalities, and iv) the Hamilton-Wentworth Regional Police.

A. Hamilton-Wentworth Regional Board of Police Commissioners;

i) The Board of Commissioner's Minutes of February 15th, 1974 are quoted: *A letter dated January 24th was received from Yates and Yates, Acting Solicitors for the Region. In this letter Mr. Yates indicates it is his opinion that the municipalities of Hamilton and Dundas, where the School Traffic Officers were under the jurisdiction of the Board of Commissioners of Police of those municipalities, were to be deemed as members of the Police Departments of those municipalities, and therefore, would become members of the newly formed Hamilton-Wentworth Regional Police Force. These School Traffic Officers, therefore, would come under the jurisdiction of this board, whereas, the School Traffic Officers in the other area municipalities would be the responsibility of those municipalities. Mr. Yates concluded his letter with the following suggestion:*

A. that the Board could make arrangements with Hamilton and Dundas to assume the Board's obligations under that section, or

B. in the alternative, an application could be made to the Police Commission of Ontario for a ruling pursuant to subsection (2) of section 23 of the Police Act as quoted in this opinion.

ii) The Board of Commissioners Minutes of August 15th, 1974 are quoted:

"The Board next discussed the whole School Crossing Guard Program. Chief TORRANCE filed with the Board a report dated August 12th setting out recommendations for administering the program and, also, the Board received a letter dated August 14th from Yates and Yates, Solicitors, giving a legal opinion on School Crossing Guards. Mr. YATES, in his letter, pointed out that there was no provisions in the Police Act or the Regional Municipality of Hamilton-Wentworth Act imposing the reponsibility on the Board. He indicated that under Section 14(1) of the Police Act the Board had the power to hire such assistants and civilian employees as it deems adequate and that this could be interpreted to include School Crossing Guards. He further went on to point out that the Regional Council, if it did not agree on the adequacy of the number of members of the force, could appeal under Section 14(3) of the Police Act to the Ontario Police Commision. Mr. YATES also indicted that, in his opinion, the Regional Council has no power under the Regional Municipality of Hamilton-Wentworth Act or the Police Act to charge back the costs to the Area Municipalities. The Board, based on the fact that requests had been received from Ancaster, Dundas, and Hamilton, to have the Police Department operate the School Traffic Officer program and, because of the fact such a program had been operated in various forms by Police Departments of these municipalities prior to the formation of the Region and, also because of their concern for the safety of school children, agreed to assume the responsibility for administering the School Traffic Officer program.

The Board next reviewed the recommendations of the Chief as set out in his letter of August 12th for the administering of the program. This consisted of:

(a) the hiring of two supervisors consisting of one adminstrator at $8,000.00 a year, and one field supervisor at $6,500.00 a year. The field supervisor should be provided with a motor vehicle for transporting him to the various points throughout the Region.

iii) The School Crossing Guard Budget is presented annually to the Board of Commissioners for approval.

iv) The hiring of supervisor and support staff is approved by the Board of Commissioners.

v) The "Terms of Employment" - a form of collective agreement is approved by the Board of Commissioners.

<u>B. Regional Municipality of Hamilton-Wentworth:</u>

i) The Region provides a payroll function for which the School Crossing Guard Budget is impacted approximately $18,000 annually.

ii) The Region Personnel Branch provides some limited personnel liaison functions.

C. USER MUNICIPALITIES

Approve their portion of the budget on a user basis. They through Council also approve guard locations, and assume financial liability for staffing by so doing.

D. HAMILTON-WENTWORTH REGIONAL POLICE

i) provide space which is charged against the program ($2,700 annually),

ii) replace absent guards with on-duty personnel,

iii) provide extensive management function - re. budgeting, surveys, etc.

iv) Chief CROCKER's 1946 Annual Report outlined the history of this program then called the School Traffic Unit. According to this report the program began on January 28th, 1929, and on January 1st, 1947 the 35 member unit was *"brought under Police Department Control"*. During summer months while schools were closed they were given duties at parks, beaches, etc. The report also says *"the group is furnished with uniforms which distinguish the members as special policemen"*. This unit was supervised by a police sergeant.

v) The Officer-in-Charge of Community Services is the final approval authority for reports/surveys to municipal councils.

E. SUMMARY OF RESPONSIBILITY

Hamilton-Wentworth appears to be the only Ontario police force that have School Crossing Guards. Most crossing guard program are controlled by local municipalities through their public works departments.

The past practices and historically formalized positions clearly indicate that the authority to operate the School Crossing Guard Branch rests with the Board of Police Commissioners.

It appears that local municipal governments may assume control of crossing guards in their jurisdiction at the request of the Police Commission. This is supported by Yates and Yates in their 1974 letters. It seems that the current practices are likely the least costly for municipalities, particularly where active police personnel cover vacant locations and a centralized management team is in place.

Although local municipalities currently have approval authority for establishing a School Crossing Guard location, they have no authority over hiring, wages, benefits or selecting who will guard the location.

Therefore it is my opinion supported by past practices, Board minutes and associated legal opinions by Yates and Yates, that the School Crossing Guard Program and their employees by their unique association with the Board of Commissioners are members of the Hamilton-Wentworth Regional Police Force.

Obviously there are serious labour and financial ramifications to this issue and it would be a wise to consult with our labour lawyers.

Respectfully submitted,

Terry Sullivan,
Inspector,
Community Services Section.

TS/kc

Room 233, City Hall.

The Board met.

Present: Commissioner T. L. McCombs, Chairman
Commissioner V. K. Copps
Commissioner B. C. Hoddinott
Commissioner H. Everett

Also present: Chief of Police Gordon V. Torrance
Deputy Chief of Police Clark Lane

The Minutes of the meeting of January 24, 1974, were taken as read and approved.

The Board agreed to take out membership in the Association of Municipal Police Governing Authorities for the year 1974. Membership fee - $25.00. The Board also authorized the Chairman to attend the Annual Meeting of the Association which is to be held in Toronto on Thursday and Friday, March 28th and 29th, 1974.

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On the recommendation of Chief Torrance the Board agreed to t placing of Mrs. Dorothy Pottruff, a cleaner in the Ancaster Police Station, in the same classification as the other cleaning women employed by the Force. Mrs. Pottruff would receive $3.64 per hour as opposed to her present rate of $2.8 per hour. The placing of Mrs. Pottruff in this classificatio

The Minutes of the meeting of January 10, [illegible] were taken as read and approved.

Commissioner Copps re new Police Administration Building.

Commissioner Copps spoke to the Board in connection with the new Police Administration Building. He suggested that this Board write to the Regional Council requesting that it assume the responsibility for the erection of this building. The Board concurred.

David N. Long appointed Police Constable.

Mr. David Nelson Long was appointed a Constable with the Hamilton-Wentworth Regional Police, effective February 18, 1974.

Chief re Zone 4 meeting Ontario Association of Chiefs of Police.

Chief Torrance, in a letter dated January 14th, advised the members of the Board of the Zone 4 meeting of the Ontario Association of Chiefs of Police which is to be held at Gulliver's Motel on Wednesday, January 30th. All members were invited to attend the luncheon and to remain for the afternoon session at which Mrs. A. Jones, Chairman of the Regional Municipality of Hamilton-Wentworth, will be guest speaker.

Chief re S.T.O. Greenhill Ave. and Quigl Rd.

Chief Torrance filed with the Board a report on the request for a School Traffic Officer to be assigned to the intersection of Greenhill Avenue and Quigley Road. This report recommended that a School Traffic Officer be not assigned to this intersection but recommended that certain other improvements be made to the intersection. The Board adopted this report.

Commissioner Trimble use of Police Const on traffic surveys.

At the request of Commissioner Trimble the Chief agreed to review the present policy of the Department in carrying out surveys in connection with requests for School Traffic Officers, Commissioner Trimble pointing out that the present method of using two Police Constables was quite costly.

Chief re salaries of civilian employees who were previousl employees of other municipalities in Region.

Chief Torrance presented to the Board a report dated January 21st setting forth the salaries received by the civilian employees of the Hamilton-Wentworth Regional Police Force who were previously employees of other municipal forces in the Region. The report also set out the classification that these employees would fit into in the schedule of the Hamilton-Wentworth Regional Police. The Board agreed to discuss this whole question with the Hamilton-Wentworth Police Association as soon as possible.

Chief re traffic enf ment on No. 20 Hig south of King Str

A report dated January 21st was filed with the Board by Chief Torrance on the traffic enforcement being carried out on No. 20 Highway, south of King Street. The report outlined the problems in trying to control the speed of trucks coming down No. 20 Hill, but indicated that the Department would continue the patrolling of this stretch of highway which appears to be having some success in controlling the speed of these vehicles. The Chief also agreed to check on a suggestion made by Commissioner Trimble that a speed bump be installed which would force the traffic to slow down.

Commissioner Trimbl speed bump.

(e) Police Constable Frank Venturelli
(f) Police Constable Herbert T. Walmsley

The Chairman spoke to the members of the Board and acquainted them with the status of the requests that had been submitted by the Hamilton School Traffic Officers' Association to the Board of Commissioners of Police for the City of Hamilton in the Fall of 1973. He explained that that Board had taken no action on the requests as it was uncertain at that time who would assume the responsibility of the School Traffic Officers. It has since been agreed that this Board would assume the responsibility until the end of June 1974 and he felt, in light of that, these requests should be considered by this Board. The Secretary was requested to provide each member of the Board with a copy of these requests. The matter to be considered by the Board at its next regular meeting.

Hamilton School Traffic Officers' Association - requests.

To be dealt with at ne regular meeting.

The Secretary spoke to the members of the Board concerning the desirability of acquiring a letterhead for the use of the Board. The members concurred with the suggestion and requested the Secretary to prepare proposals for the Board's consideration.

Secretary re letterhea

A letter dated January 1, 1974, from The Hamilton-Wentworth Police Association setting out the names of the members of the Executive and the Bargaining Committee of the Association was received and noted by the Board.

Hamilton-Wentworth Pol Association advising names of Executive anc Bargaining Committee.

Commissioner Everett suggested to the Board that the next meeting be held at one of the facilities of the Police Department and that future meetings be held at different facilities of the Department. In this way the members of the Board would then become familiar with all of the Police facilities. The members concurred with the suggestion but felt it would be better to take a full day and tour all of the facilities. The date for this inspection to be set at a later meeting.

Commissioner Everett holding of meetings a different facilities Police Dept.

Commissioner Copps spoke to the members of the Board and advised that the Board of Control for the City of Hamilton was proposing to turn over the building of the new Central Police Headquarters to the Regional Council.

Commissioner Copps re new Police Administra Building.

The members of the Board requested that they each be provided with a copy of the 1973 Budget of the Hamilton Police Department.

1973 Budget - to be to members.

The following matters were dealt with by the Board in camera:

Chief Torrance informed the members of the Board that he had been approached by the Crime Control and Prevention Committee, which is a Sub-Committee of the Status of Women Committee, on [illegible] Sub-Committee being attach-

Chief Torrance re Cr Control and Preventi Committee.

as set out ... 9, 1976. This approval is granted subject ... checking on the need to replace the five 1976 Chevrolets.

RE: POLICY ON SICK LEAVE CREDITS FOR SCHOOL TRAFFIC OFFICERS.

On the recommendation of Chief Torrance the Board approved of the establishing of the following policy on sick leave credits for School Traffic Officers:

"(a) that all S.T.O.'s be allowed the full 15 day accumulation annually, (10 months @ 1½ D.) commencing January 1, 1974, less any days consumed in that period. (Accumulation has only been recorded since September 1st, 1974).

(b) members of the former Saltfleet system, with the required 3 years of service be paid for 50% of their accumulated credits prior to January 1st, 1974, if they resign before attaining 10 years of service, as now required. (two members involved).

(c) that those School Traffic Officers from Ancaster, Dundas and Stoney Creek be granted sick leave accumulation on the basis of 8.3 days per year from their date of hire to January 1st, 1974. This would be brought forward and included with their post-region accumulation. (this figure is a ratio equivalent to the 10 days per year sick leave allowed by the Region for the Economic Planning Employees who were in a similar situation). It would involve a total of 266 sick leave days being brought forward.

(d) that the 10 year service requirement to qualify for retirement benefits be the total service of each employee, including pre-regional service."

June/76.

RE: ASSIGNMENT OF SCHOOL TRAFFIC OFFICERS AT VARIOUS SUMMER PLAYGROUNDS.

The Board approved of the assignment of School Traffic Officers at the various summer playgrounds in the City of Hamilton as set out in the report to the Board by Chief Torrance dated June 11, 1976. This program involves fourteen officers and three supervising officers.

RE: REQUEST OF A. & A. TOWING TO PARTICIPATE IN POLICE SECURITY TOWING.

A report from the Chief dated June 8, 1976, on the request of A. & A. Towing to participate in police security towing was filed with the Board. In this report the Chief indicated that the request of A. & A. Towing would be given consideration as and when the department assumes the policing of Glanbrook Township. This firm currently provides non-security towing in portions of the City of Hamilton located on the Mountain. The Board adopted this report.

RE: MELVIN AVENUE BRI... OVER RED HILL CRE...

A letter dated June 11, 1976, from Chief Torrance concerning the Melvin Avenue bridge over Red Hill Creek was presented to the Board. Last year a request had been received for a School Traffic Officer to be assigned at this bridge on Melvin Avenue. The survey conducted revealed that an Officer was not required but the Chief had recommended that the bush area on either side of the bridge be cleared in the interest of the safety of the children crossing Melvin Avenue at this point. Letters from the Board had been sent to the appropriate City of Hamilton Departments and, to date, no action has been ... Chief recommended that another letter be ... that this work be

Hamilton School Traffic Officers' Association - requests.

To be dealt with at next regular meeting.

Secretary re letterhead

Hamilton-Wentworth Police Association advising names of Executive and Bargaining Committee.

Commissioner Everett re holding of meetings at different facilities of Police Dept.

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1973 Budget - to be sent to members.

Chief Torrance re Crime Control and Prevention Committee.

Deputy Chief C. Police --

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Room 233, City Hall.

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Commissioner B. C. Hoddinott
Commissioner H. Everett

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RE: PROCEDURES FOR HANDLING OF REQUESTS FOR SCHOOL TRAFFIC OFFICERS.

The Secretary presented a recommended procedure for the handling of requests for School Traffic Officers. The Board agreed to adopt the procedure but requested the Chief to report any problems if he encounters any within six months. The policy is as follows:

"All requests for School Traffic Officers are to be funnelled through the appropriate Committee or Body of the area municipality. They then go to Mr. Lees' section of the Police Department who arranges for the survey to be made. The result of the survey and the recommendation made by the Chief will then be forwarded direct to the Committee or Body in the area municipality. That Committee, or Body, would then make the decision as to whether the Officer would be assigned or not."

RE: TENDERS OPENED AND FRD. TO PURCHASING DEPARTMENT.

Tenders were opened for the supplying of boots and shoes, uniform shirts, and uniform clothing, and forwarded to the Purchasing Department.

DATE OF NEXT REGULAR MEETING.

It was agreed that the next regular meeting of the Board would be held on Thursday, January 19, 1978.

Formation of School Traffic Police

SCHOOL TRAFFIC POLICE

On January 28th, 1929, a small group of Veterans of World War No. 1 were enlisted into a School Traffic Unit to protect children in the vicinity of Schools, throughout the City.

This group has increased during the seventeen years of its existence to the present strength of thirty-five members, including one Sergeant.

These men have never been attached to our regular Police Department until January 1st, 1947, when they were brought under Police Department control. They, of course, by reason of age and other disqualifications are not on the regular police roll. Their duties and hours demand attendance at designated points at assembly and dismissal times through the school periods. During vacation periods and summer time, they receive assignments at Parks, Beaches, etc.

This body of men have a fine record in maintaining obedience to rules on the part of the children. A very few minor accidents only, have occurred during the seventeen year period. Thousands of parents would, I am sure, join with me in high praises to the integrity and faithfulness of these men.

Chief Coolahan
Discontinued position

This group is furnished with Uniforms which distinguish the members as Special Policemen, and they of course have control of traffic in their respective areas.

It is with sadness I record the death of the officer who has had charge of these men since the formation of the School Traffic Squad.

I refer to the late Sergeant Alfred C. Wallace, who died suddenly whilst on duty, in July last. He was always courteous in manner, strictly attentive to duty, gracious in every act. A very fine Christian Gentleman.

A successor to the late Sergeant Wallace is one by the same name, Sergeant Matthew C. Wallace, who has been with this body of men for several years; one very worthy to take over the duties of our friend who has passed on to his reward.

1946

POLICE FORCE SCREENING FOR THE BLOCK PARENT PROGRAM

The Block Parent Program is an excellent crime prevention program which provides the community with an organized method of protecting its children. This program requires total community involvement which includes police department, municipal government, boards of education and concerned citizens of the community. It is endorsed by the Canadian Association of Chiefs of Police.

One of the important segments of the operation of the Block Parent Program is the screening of the Block Parent Applications. This ensures that the proper assistance is received by children in their time of need.

Because the Block Parent Program in Ontario is working in conjunction with many police forces throughout the Province, they are finding many different policies and procedures being conducted for the screening of applicants for the Block Parent Program. In order to standardize this procedure, the Block Parent Program is suggesting that there be one recommended procedure for the purpose of screening. I am bringing this recommended procedure to your attention at this time.

In order to protect confidentiality, application forms should be mailed to or hand delivered by the applicant to the police force.

The police would verify judicial files of each person over the age of sixteen years whose name appeared on the application. The first enquiry would be done through C.P.I.C. and the second through the internal files at the police station. The application could be refused if there was any record of:

1. Sexual offences;
2. Drug-related offences;
3. Armed robbery;
4. Assault;
5. Serious psychiatric problems;
6. Serious alcohol-related offences;
7. Or any condition which may be detrimental to a child requiring assistance.

Cpic, CNI, local file, & Occurrences.

It is recommended that the police keep refused application forms at the police station. Advising refused applicants should be the responsiblilty of the police force. If a person who has been refused wishes information they would be referred to the police to find out the reason.

A final decision to accept or refuse police approved applications as a Block Parent always remains a responsiblity of the local committee.

Any application refused by the Block Parent Committee should be returned to the police force.

The control of sign placement and the retrieval of Block Parent signs should be the responsibility of the Block Parent Program Committee. However, forces should retrieve the sign if it comes to their attention that particular household is no longer suitable for membership for reasons identified in the police screening procedures.

Where possible, all Block Parents should be flaged on the police computer for immediate identification of possible problems within a Block Parent household.

The Block Parent Program was designed as a result of a grassroots movement which say a neighbourhood cooperation is the best protection for children while away from their homes. Groups of concerned citizens across Canada have organized to keep their streets as safe as possible for these youngsters. This is an excellent example of the community working together to prevent crime.

Hamilton-Wentworth Regional Police

155 King William Street, P.O. Box 1060, Station A, Hamilton, Ontario, Canada, L8N 4C1 Telephone: (416) 522-4925
Administration Fax: (416) 522-6958 Operations Fax: (416) 522-9199

Chief of Police Colin T. Miller

22 August 1989

Mr. Larry Culver, Solicitor
Evans, Philp, Barristers & Solicitors
1 King St. West,
Hamilton, Ontario

re: SCHOOL CROSSING GUARDS

Dear Mr. Culver,

I have attached a copy of Mr. David Beck's letter of August 21st past, of which I understand you may already have received.

Our force is interested in obtaining your opinion and counsel on several issues related to the School Crossing Guards being deemed employees of the Commission and therefore the Hamilton-Wentworth Regional Police Force.

a) will School Crossing Guards fall under the scope of part-time employees, and therefore be involved in the work you are undertaking for the Commission in that regard.

b) as it appears that the issue of pay equity for School Crossing Guards must be addressed by our force, could you offer suggestions as to how this should be done.

There are perhaps other concerns that will percolate out of this issue and could be developed at a future time.

Yours truly,

Gerrard Malcolmson
Superintendent

cc: Inspector Terry Sullivan

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

LEGAL SERVICES DEPARTMENT
1 JAMES STREET SOUTH, 8TH FLOOR
HAMILTON, ONTARIO

TEL (416) 526-4248
FAX 526-4370

P.O. Box 910, Hamilton, Ontario, L8N 3V9

August 21, 1989

Chief Colin T. Millar
Hamilton-Wentworth Regional Police
155 King William Street
P.O. Box 1060, Station A
Hamilton, Ontario
L8N 4C1

Dear Sir:

RE: SCHOOL CROSSING GUARD PROGRAM

Further to your recent request, I wish to advise that I have reviewed the report prepared by Inspector Sullivan in light of the concerns expressed by Superintendent Malcolmson. I have also met with Inspector Sullivan to obtain more information concerning various operational aspects of the school crossing guard program.

It is my opinion that Inspector Sullivan is correct in his conclusion that persons fulfilling the duties of school crossing guards are employees of the Board of Commissioners of Police. The history of school crossing guard activities prior to the formation of regional government, coupled with the Board of Commissioners Minutes of August 15, 1974, as summarized in Inspector Sullivan's report, clearly indicate that the Board of Commissioners has assumed the responsibility of "administering" the program. The arrangements for recruitment, training, supervision, vacations, benefits, workers compensation, and dismissal, all confirm at, beyond simply "administering" the program, the Board of Commissioners is in fact the employer of those persons for all legal purposes.

Since school crossing guards are supervised by senior police officers and civilian employees of the Board of Commissioners, it is my opinion that these persons are "employed in a police force", and therefore are to be deemed to be "members" of the Hamilton-Wentworth Regional Police, pursuant to subsection 23(1) of the Police Act. Accordingly, such persons are entitled to become members of the Hamilton-Wentworth Police Association and to be included within the scope of any collective agreement negotiated between the Board of Commissioners and the Police Association. In fact, it is my understanding that in the current round of negotiations for civilian police personnel, the Board is purposing to explicitly define the status of a part-time employee, and to expressly provide for the application of various provisions of the new collective agreement to such persons. Mr. Larry Culver is of course assisting the Board in those

negotiations, and accordingly I would suggest that any concerns relating to the status of persons employed as school crossing guards be brought to his attention.

Similarly, with respect to the implications of pay equity, it is my opinion that, as employees of the Board, school crossing guards are comprised within the definition of "establishment" in subsection 1(1) of the Pay Equity Act, and therefore a pay equity plan must be prepared for persons employed in the school crossing guard program, regardless of whether such persons eventually are included in the bargaining unit represented by the Police Association (refer to subsection 14(1) and (8) of the Pay Equity Act). Again, since this is a matter of employment law, I would suggest that this matter be taken up with Mr. Culver.

Insofar as it is my conclusion that the Board of Commissioners currently has the "ownership" of the school crossing guard program, being the employer of all persons carrying out such duties, the Board may wish to address the question of whether it is convenient and desirable to continue to operate this program as a part of the operations of the Regional Police. There are obviously several issues relating to the administrative costs of operating this program, as well as the capability of the area municipalities to successfully manage the program, if it were to be returned to them. Given the lengthy history of police involvement, and the sensitivity of the subject matter where the safety of school children is involved, I would assume that alternatives to continuing police operation of the program would be given most careful consideration. I will be pleased to assist in future consideration of this question in any manner which you consider appropriate.

I would note in passing that it is also my opinion that the definition of "school crossing guard" in subsection 152(1) of the Highway Traffic Act is arguably wide enough to include persons employed by a board of commissioners of police, which has certain legal powers of a "corporation" which is referred to in clause (b) of the definition. Therefore no question arises as to the authority of the Board's employees to display a school crossing stop sign on a highway, even though such persons are not directly employed by a municipality.

Yours very truly,

David Beck /ks

DAVID BECK
Assistant Corporate Counsel

DB:cs
Encl.

c.c. Supt. G. Malcolmson, Management Services Division
c.c. Insp. T. Sullivan, Community Services Section
c.c. L. Culver, Evans, Philp, Barristers & Solicitors

20. Subsection 152 (1) of the said Act is repealed and the following substituted therefor:

Interpretation

(1) In this section, "school crossing guard" means a person sixteen years of age or older who is directing the movement of children across a highway and who is,

(a) employed by a municipality; or

(b) employed by a corporation under contract with a municipality to provide the services of a school crossing guard.

School crossing guard shall display sign

(2) A school crossing guard about to direct children across a highway with a speed limit not in excess of 60 kilometres per hour shall, prior to entering the roadway, display a school crossing stop sign in an upright position so that it is visible to vehicular traffic approaching from each direction. 1977, c. 19, s. 18.

Vehicles approaching sign

(3) Where a school crossing stop sign is displayed as provided in subsection (2), the driver of any vehicle approaching the stop sign shall stop before reaching the crossing.

Display of school crossing stop sign

(4) A school crossing guard shall not display on a highway a school crossing stop sign under any circumstances other than those set out in subsection (2).

Idem

(5) No person other than a school crossing guard shall display on a highway a school crossing stop sign.

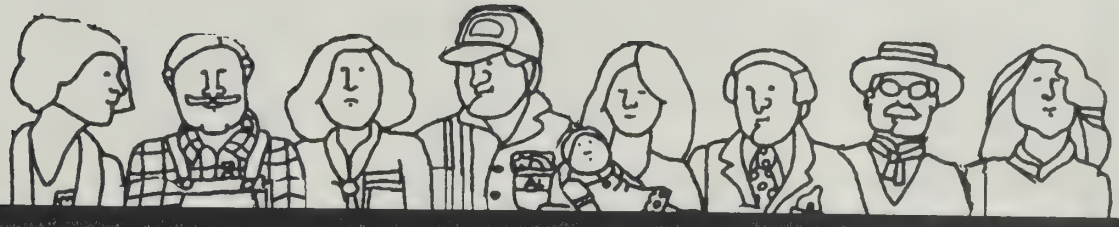
Regulations

(6) The Lieutenant Governor in Council may make regulations prescribing the type, design and specifications of school crossing stop signs. 1976, c. 37, s. 17, *part*.

Mr. Joe Schatz, Act. Secretary of T. & E. from Mayor Bob Morrow, Feb. 7th

5.

Team up for safety in the '90



CANADA'S NATIONAL SAFETY CONFERENCE



June 3 - 5, 1990
Halifax Hilton, Halifax, Nova Scotia

To the Committee

- Current and future trends, issues and challenges in safety.
- A "total" approach integrating occupational, traffic and off-duty safety.
- The meeting place for Canada's safety network.

CANADA SAFETY COUNCIL
P.O. Box 9268, Station "T", Ottawa K1G 3T9

Team up for safety in the '90s

Message from the President



The Canada Safety Council's 1990 National Conference offers you an opportunity to explore the trends, issues and challenges that will impact on safety into the 21st century.

TEAMWORK is the catchword for success in the coming decade in safety as in other domains — the collective power of people working together towards a common goal.

Accident fatalities declined during the 1980s. Our goal is to accelerate this trend in the 1990s.

We invite you to join us in this goal at our national conference in Halifax.

Emile Therien

Teamwork — The Winning Edge for the '90s

YOU are a key player on your team. How can you maximize your potential as a player — and a leader?

Paul Tanaka, a leading management consultant with over 200 clients in private and public sector corporations, and professional athletics. His keynote address focuses on how to develop a winning approach, set goals and achieve them.

Conference at a Glance

Sunday, June 3

2:00 p.m. - 6:00 p.m. Registration

4:00 p.m. - 5:30 p.m. Walking Tour of Halifax (Sponsor: Fitness Canada)

7:30 p.m. - 10:00 p.m. Opening Ceremonies and Reception

The Canada Safety Council is the national co-ordinating body for Canada's safety movement, dedicated to the prevention of accidents causing death, injury and economic loss. Council programs cover safety on-the-job and off-duty, in traffic, at home and at leisure.

COMPANIONS' PROGRAM

Opening Reception, Keynote Address, Closing Reception, Banquet, tour of Halifax, and visit to Peggy's Cove.

Monday, June 4

8:00 a.m. - 3:30 p.m. Registration

8:00 a.m. - 5:00 p.m. Exhibits: Continental Breakfast and Refreshments in exhibit area

8:30 a.m. - 9:00 a.m. Annual General Meeting

9:00 a.m. - 9:30 a.m. Resolutions and Canada Safety Council Program Review

9:30 a.m. - noon Keynote Address: "Teamwork – The Winning Edge for the '90s" Paul Tanaka

noon - 1:00 p.m. Lunch Break: Sandwiches in exhibit area, or lunch at local restaurants

1:00 p.m. - 1:20 p.m. Introduction to Working Sessions: "Team up for Safety – the Challenge" Maureen Shaw, Chairman, Canadian Centre for Occupational Health & Safety

1:30 p.m. - 5:00 p.m. Working Sessions

6:30 Lobster Supper (Optional)

Tuesday, June 5

8:00 a.m. - 1:30 p.m. Registration

8:00 a.m. - 3:30 p.m. Exhibits: Continental Breakfast and Refreshments in exhibit area

9:00 a.m. - noon Working Sessions

noon - 1:00 p.m. Lunch Break: Sandwiches in exhibit area, or lunch at local restaurants

1:00 p.m. - 5:00 p.m. Working Sessions

6:30 p.m. - 7:15 p.m. Closing Reception

7:15 p.m. Banquet

END OF CONFERENCE PROGRAM

Renseignements

Toutes les activités et séances de la conférence auront lieu au Halifax Hilton.

Qui devrait y participer?

Les professionnels et représentants de la sécurité, les personnes chargées de prendre des décisions, les professionnels de la sécurité routière, les éducateurs, les administrateurs de la circulation, les personnes âgées et celles qui s'intéressent aux questions de la sécurité des aînés.

Activités sociales et divertissement

Durant les cérémonies d'ouverture, vous aurez l'occasion d'entendre le meilleur orchestre militaire au pays — la Fanfare Stadacona de l'état-major maritime.

Il est impensable de faire un voyage en Nouvelle-Écosse sans un souper de homard! Nous proposons un souper optionnel de homard le lundi soir au club Shore chez Hubbard's, et ceci comprend la soirée typique de l'Est que nous offriront Jimmy Flynn et le groupe de Berry Hill Band. Coût par personne: 35 $.



Les fêtes du mardi soir comprennent un spectacle multiculturel animé par Cornelia, le groupe Gospel Aires et les danseurs Amethyst . Bob Baxter, le président du Commercial Safety College, sera l'allocuteur du banquet.

Inscriptions

Les frais d'inscription de 195 $ vous donnent le droit de prendre part à toutes les activités sauf le souper de homard. Avec invité(e): 285 $. Le programme des invité(e)s comprend les visites et les activités sociales telles que mentionnées.
Frais partiels des délégués: Une journée: 95 $; une demi-journée: 50 $.
Souper de homard du lundi: 35 $ par personne (optionnel).
Banquet du mardi seulement: 30 $ par personne.
Personnes âgées: 150 $, ou 75 $ par jour; joindre au paiement une copie de votre carte d'identification de seniors.

Veuillez vous inscrire en utilisant le Bulletin d'inscription ou en communiquant avec le:

Conseil canadien de la sécurité,
C.P. 9268, Succursale T
Ottawa K1G 3T9.

Nous déménageons au mois de mars:

D'ici le 12 mars:
Tél. (613) 521-6881
Télécopieur: (613) 521-0097

A compter du 12 mars:
Tél. (613) 739-1535
Télécopieur: (613) 739-1566

Inscription sur les lieux:
le dimanche 3 juin, 14 h - 18 h
le lundi 4 juin, 8 h - 15 h 30
le mardi 5 juin, 8 h - 13 h 30

Logement

Afin de s'assurer qu'il y aura de la place, nous recommandons aux délégués de réserver leurs chambres d'hôtel avant le 1er mai 1990. Signalez que vous assisterez à la conférence du CCS, et mentionnez le tarif:

Halifax Hilton
1181, rue Hollis, Halifax B3H 2P6
(902) 423-7231
Ligne centrale de réservation sans frais:
1-800-268-9275
Télécopieur (902) 422-9465
95 $ par nuit, lit simple ou double

Le Citadel Halifax
1960, rue Brunswick, Halifax B3J 2G7
(902) 422-1391
Ligne directe de réservation sans frais:
1-800-565-7162
Télécopieur (902) 429-6672
90 $ par nuit, lit simple ou double

Un service de navette sera offert à des heures déterminées à l'intention des délégués qui choisiront le Citadel.

Ligne aérienne officielle



Air Canada a été choisi comme le transporteur officiel de la conférence. En réservant votre billet d'avion par l'entremise du Centre de convention d'Air Canada, vous êtes assuré d'épargner au moins 15 % du prix d'un billet économique régulier. Certains billets offrent des épargnes encore plus intéressantes.

Air Canada vous chargera le prix le plus avantageux possible dans votre catégorie désignée. Les conditions du Centre de convention sont les suivantes: réservation 7 jours à l'avance, séjour minimum de 2 nuits, maximum de 15 jours. Mentionnez la conférence du Conseil canadien de la sécurité, Activité # 90-0131.

Conditions d'annulation\de remplacement

Il sera permis à un délégué de se faire remplacer jusqu'au premier jour de la conférence. Aucun remboursement pour toute annulation reçue après le 25 mai 1990. Vous n'encourerez aucun frais si nous recevons un avis de l'annulation par écrit au plus tard à cette date.

Parrainage

Nova Scotia Department of Transportation and Communications
Nova Scotia Tourism and Culture
3M Canada Ltée
Safety Supply Canada
Johnson & Johnson Inc.
La compagnie General Motors du Canada Ltée
Ville de Dartmouth
Ville de Halifax

Working Sessions

Monday, June 4
Afternoon Sessions

Off-Duty Safety
Putting a value on off-duty safety. Examples of successful programs and how to implement them.

Why OH&S? Assessing the Impact of OH&S Programs
Ted Mejzner, Private Consultant and Program Coordinator for the Technical University of Nova Scotia

OH&S Issues: International Labour Organization Outlook
Carol MacKinnon, Administrative Services, International Labour Organization

55 Alive\Mature Drivers National Program
Michael Seaton, Assistant Manager Traffic Safety, American Association of Retired Persons (AARP); Beverley Leeks, National Coordinator, Driver Improvement Programs, Canada Safety Council

Safety Perspectives in Latin America
T. Duncan Ellison, Senior Advisor, Research and Development Branch, Transport Canada

Health and Safety for Women: Custom-made Approach for Well-being and Efficiency
Geetram Ramsamooj, OH&S Officer and Marie Lison Fougère, Employment Equity Officer, Carleton Roman Catholic School Board, Ottawa

Young Drivers: Visions and Perspectives
Based on Canada Safety Council Symposium March 1990

Issues Related to the Aging Workforce
Dr. Jacqueline Agnew, Director of Occupational Health Nursing Program, The Johns Hopkins University School of Hygiene and Public Health

Marine Safety
Overview; accidents and fatalities among inshore fishermen; safety in the offshore fishery: view from a Newfoundland union

Power Lockout: Ford's Successful Training Program
Bruce Waechter, Labour Relations Planning Manager, Ford Motor Company Ltd.; Pat Hayes, National Ford Health and Safety Coordinator, CAW-Canada

Shift Work: Reducing the Risks
Jon Shearer, Jon Shearer & Associates and Psychologist, Carleton University

Tuesday, June 5
All-day Sessions

Getting the Facts – Techniques for Effective Industrial Accident Investigation
Terry Swain, Manager, Industrial Section, British Columbia Safety Council

Concepts in Toxicology; Storage, Handling and Disposal of Hazardous Chemicals
Dr. Shalini Gupta, Toxicologist, Bureau of Chemical Hazards, Environmental Health Directorate, Health and Welfare Canada

Seniors' Home Safety
Major types of accidents in and around the home – causes and prevention

Morning Sessions

Literacy and the Workplace
Miria Ioannou, Director of Workplace Programs, Frontier College, Toronto

Off-duty Accidents – What are the issues?
Home, traffic, aquatic and sporting accidents

Workplace Fitness Programs: A Safe Investment
Bill Izso and Steve Grundy, Consultants, Employee Fitness Program, Fitness Canada

National Occupant Restraint Program
Grant Smith, Chief, Road Safety Promotion, Transport Canada

Delivery Network for Highway Safety Programs in Nova Scotia
George Mansfield, Supervisor, Safety Programs, Nova Scotia Dept. of Transportation and Communications

Commercial Drivers and Substance Abuse
Barbara Butler, Senior Director, Strategic Policy Development, Transport Canada

Afternoon Sessions

OH&S Exhibitors' Platform

Developing Positive Attitudes to Safety
The role of education, public awareness campaigns and regulations in attitude change

Development of Community Based Traffic Safety Programs
Grant Smith, Chief, Road Safety Promotion, Transport Canada

Road Safety Programs Network: Armed Forces
Department of National Defense

Major Industrial Accidents Management – The Canadian Experience
Michael Salib, Executive Director, Major Industrial Accidents Co-ordinating Committee (MIACC)

Good Medicine – Alcohol and Substance Abuse in the Workplace
Jim Kennedy, National Representative, CAW - Canada

Prevention and Treatment of Back and Neck Pain
Canadian Back Institute

School Bus Driver Training in Nova Scotia
David White, Supervisor, Public Passenger Vehicles, Nova Scotia Board of Commissioners of Public Utilities

Keep it Safe, Keep it Fun
Marketing the safety message

Registration Form

YES! I will attend the Canada Safety Council's National Conference in Halifax, June 3-5, 1990.

Return this form to:
CANADA SAFETY COUNCIL
P.O. Box 9268, Station "T"
Ottawa, Ontario K1G 3T9

Before March 12, 1990:
Telephone: (613) 521-6881
FAX: (613) 521-0097

Effective March 12, 1990:
Telephone: (613) 739-1535
FAX: (613) 739-1566

(PLEASE PRINT CLEARLY OR TYPE)

NAME _____
Given name Family name

TITLE _____

ORGANIZATION _____

ADDRESS _____

CITY _____ PROV _____ POSTAL CODE _____

TEL. ( ) _____ FAX: ( ) _____

COMPANION NAME _____

PRIMARY AREA(S) OF INTEREST:

- ☐ Occupational Safety
- ☐ Traffic Safety and Training
- ☐ Off-Duty Safety
- ☐ Seniors' Safety

SOCIAL EVENTS:

(Tickets will be issued.)

- ☐ I\we will join in the Lobster Supper – Monday, June 4, 6:30 p.m. Add $35 per person to your registration payment or pay on Sunday, June 3.
- ☐ Substitute beef for lobster.
- ☐ I\we will attend the Banquet Tuesday, June 5.

PAYMENT

Full Conference* (single) $195 (Seniors with card $150)
Full Conference with Companion* $285
Single Day (Circle) Mon. OR Tues. $95 (Seniors $75)
Half Day (Circle) Mon: am \ pm; Tues: am \ pm $50
Banquet only (*included in full fee) $30
Lobster Supper (EXTRA, per person) $35

Please include full payment. Amount $ _____

☐ Cheque enclosed. (Payable to Canada Safety Council)

Credit Card: ☐ VISA ☐ MasterCard ☐ AmEx Expiry _____

Card # _____

Signature _____

HOTEL RESERVATIONS

Delegates are responsible for arranging their own accommodation.

Halifax Hilton 1181 Hollis St., Halifax B3H 2P6 (902) 423-7231 $95 per night.

The Citadel Halifax 1960 Brunswick St., Halifax B3J 2G7 1-800-565-7162 $90 per night.

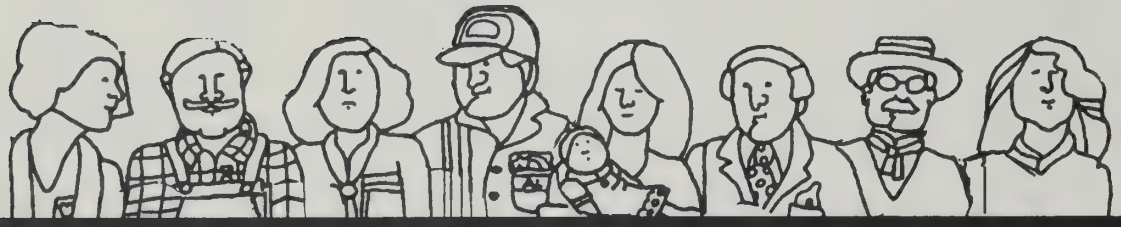
OFFICIAL AIRLINE:

Air Canada

For discount or lowest available fare call Air Canada Convention Central, mentioning the Canada Safety Council Conference, Event #90-0131.
Newfoundland, Western Provinces and U.S.A. dial 1-800-361-7585.
Ontario, Quebec and Maritimes dial 1-800-363-6498.

If additional copies of this form are needed please photocopy.

Marchons vers les années 90 en toute sécurité



LA CONFÉRENCE NATIONALE DE LA SÉCURITÉ AU CANADA



3 - 5 juin 1990
Halifax Hilton, Halifax (Nouvelle-Écosse)

❖ Les tendances, les préoccupations et les défis actuels et futurs en matière de sécurité

❖ Une approche "totale" à l'intégration de la sécurité dans le milieu du travail, de la circulation routière et de la vie personnelle

❖ L'unique lieu de rencontre du réseau de sécurité au Canada.

CONSEIL CANADIEN DE LA SÉCURITÉ
C.P. 9268, Succursale "T", Ottawa K1G 3T9

Marchons vers les années 90 en toute sécurité

Message du Président



La conférence nationale de 1990 du Conseil canadien de la sécurité vous offre l'occasion d'explorer les tendances, les discussions et les défis qui influenceront la sécurité au 21e siècle.

Le slogan sera la collaboration d'équipe pour assurer le succès de la prochaine décennie en matière de sécurité et dans d'autres domaines — le pouvoir collectif des gens qui travaillent ensemble vers un même but.

Les accidents mortels étaient à la baisse durant les années 80. Nous visons à améliorer cette tendance positive dans les années 90.

Nous vous invitons à nous joindre à notre conférence nationale à Halifax afin de nous aider à atteindre cet objectif.

Emile Theroux

"La collaboration d'équipe — la conquête des années 90"

Vous avez un rôle essentiel à jouer au sein de votre équipe. Comment pouvez-vous atteindre le maximum de votre potentiel en tant que participant — et en tant que dirigeant?

Paul Tanaka est un conseiller en gestion de premier plan qui traite avec plus de 200 clients dans le secteur privé et public, et avec des athlètes professionnels. Son allocution principale sera centrée sur les moyens d'élaborer une méthode efficace, de se fixer des objectifs et de les atteindre.

LA CONFÉRENCE À COUP D'OEIL

Le dimanche 3 juin

14 h - 18 h	Inscriptions
16 h - 17 h 30	Halifax à pied (Parrainné: Condition physique Canada)
19 h 30 - 22 h	Cérémonies d'ouverture et réception

Le Conseil canadien de la sécurité est l'organisme national de la sécurité au Canada dédié à la prévention des accidents entraînant des décès, des blessures et des pertes économiques. Les programmes du Conseil traitent de la sécurité au travail, de la route, au foyer et au loisir.

Programme des invité(e)s
Réception d'ouverture, allocution principale, réception de clôture, banquet, visite organisée de Halifax et visite de Peggy's Cove.

Le lundi 4 juin

8 h - 15 h 30	Inscriptions
8 h - 17 h	Expositions: Petit-déjeuner à la française et rafraîchissements servis dans la salle d'exposition
8 h 30 - 9 h	Assemblée générale annuelle
9 h - 9 h 30	Résolutions et révision du programme du Conseil canadien de la sécurité
9:30 h - midi	Allocution principale: "La collaboration d'équipe — la conquête des années 90" Paul Tanaka
midi - 13 h	Lunch: Sandwichs dans la salle d'exposition, ou déjeuner dans les restaurants locaux
13 h - 13 h 20	Introduction aux séances de travail: "La collaboration en matière de sécurité — le défi" Maureen Shaw, Présidente, Centre canadien d'hygiène et de sécurité au travail
13 h 30 - 17 h	Séances de travail
18 h 30	Souper de homard (optionnel)

Le mardi 5 juin

8 h - 13 h 30	Inscriptions
8 h - 15 h 30	Expositions: Petit-déjeuner à la française et rafraîchissements servis dans la salle d'exposition
9 h - midi	Séances de travail
midi - 13 h	Lunch: Sandwichs dans la salle d'expositon, ou déjeuner dans les restaurants locaux
13 h - 17 h	Séances de travail
18 h 30 - 19 h 15	Réception de clôture
19 h 15	Banquet

FIN DU PROGRAMME DE LA CONFÉRENCE

Les séances seront offertes en anglais.

Delegate Information

All conference events and sessions take place at the Halifax Hilton.

Who should attend?

Safety professionals, representatives, decision makers, driving professionals, educators, traffic administrators, seniors and those concerned about safety issues.

Social Events and Entertainment

At the Opening Ceremonies you'll be treated to the best military band in the country — the Stadacona Band of Maritime Command.

What would a trip to Nova Scotia be without a lobster party? An optional Monday night Lobster Supper at the Shore Club at Hubbard's includes good down east fun with Jimmy Flynn and the Berry Hill Band. Cost per person: $35.



Tuesday evening festivities include a multicultural show with Cornelia, the "Amethyst" Dancers and the Gospel Aires. Bob Baxter, CEO of the Commercial Safety College, is the banquet speaker.

Registration

$195 registration fee includes all events except the Lobster Supper.
With companion: $285.
Companions' Program includes tours and social events as specified.
Partial delegate fees: Single day: $95; half day: $50.
Monday Lobster Supper: $35 per person (optional).
Tuesday banquet only: $30 per person.

Seniors: $150, or $75 single day; attach copy of seniors i.d. card with payment.

To register use the Registration Form or contact:

Canada Safety Council
P.O. Box 9268, Station T
Ottawa, K1G 3T9

We're moving in March:

Before March 12:
Tel. (613) 521-6881
FAX: (613) 521-0097.

Effective March 12:
Tel. (613) 739-1535
FAX: (613) 739-1566

On-site registration desk hours:
Sunday, June 3, 2:00 - 6:00 p.m.
Monday, June 4, 8:00 a.m. - 3:30 p.m.
Tuesday, June 5, 8:00 a.m. - 1:30 p.m.

Accommodation

To ensure room availability, delegates should make hotel reservations prior to May 1, 1990. Mention you are attending the CSC Conference, and the room rate:

Halifax Hilton:
1181 Hollis St., Halifax B3H 2P6
(902) 423-7231
Central toll-free reservation line:
1-800-268-9275
FAX (902) 422-9465
$95 per night, single or double

The Citadel Halifax
1960 Brunswick St., Halifax B3J 2G7
(902) 422-1391
Direct toll-free reservation line:
1-800-565-7162
FAX (902) 429-6672.
$90 per night, single or double

A shuttle bus will be available at scheduled times for delegates staying at The Citadel.

Official Airline



Air Canada has been appointed Official Carrier for the Conference. By reserving your flight through Air Canada Convention Central you are guaranteed a saving of at least 15% off the regular economy fare.

You will be ticketed at the lowest available fare for which you qualify. Convention fare terms: 7 day advance booking, minimum stay 2 nights, maximum stay 15 days. Mention the Canada Safety Council Conference, Event #90-0131.

Cancellation\Substitution Policy

Delegate substitution is permitted up to and including the first day of the conference. No refunds are available for cancellations received after May 25, 1990. There will be no charge for cancellations received in writing on or before that date.

Sponsors

Nova Scotia Department of Transportation and Communications
Nova Scotia Tourism and Culture
3M Canada Limited
Safety Supply Canada
Johnson & Johnson Inc.
General Motors of Canada Ltd.
City of Dartmouth
City of Halifax

Séances de travail

Le lundi 4 juin
Séances d'après-midi

La sécurité hors travail
Comment mettre une valeur sur la sécurité hors travail. Exemples de programmes réussis et comment les mettre en oeuvre.

Pourquoi la SST? Évaluation de la portée des programmes de la SST
Ted Majzner, conseiller privé et coordonnateur de programmes à la Technical University of Nova Scotia

Questions sur la SST: Perspective de l'Organisation internationale du Travail
Carol MacKinnon, Services administratifs, Organisation internationale du Travail

Le programme national: 55 Alive (55 ans en vie)
Michael Seaton, Assistant Manager Traffic Safety, American Association of Retired Persons (AARP); Beverley Leeks, Coordonnatrice nationale, Programmes de perfectionnement des conducteurs, Conseil canadien de la sécurité

Perspectives de sécurité en Amérique latine
T. Duncan Ellison, Conseiller principal, Direction de la recherche et du développement, Transports Canada

La santé et la sécurité des femmes: Une méthode d'approche sur mesure du bien-être et de l'efficacité
Geetram Ramsamooj, agent de la santé et de la sécurité et Marie Lison Fougère, agente d'équité en matière d'emploi, Conseil des écoles catholiques romaines de Carleton, Ottawa

Les jeunes conducteurs: Visions et perspectives
Tiré du colloque du Conseil canadien de la sécurité tenu en mars 1990

Les travailleurs plus âgés
Dr. Jacqueline Agnew, Director of Occupational Health Nursing Program, The Johns Hopkins University School of Hygiene and Public Health

La sécurité nautique
Vue d'ensemble; accidents et fatalités à la pêche côtière; la sécurité à la pêche au large; le point de vue d'un syndicat terre-neuvien

Verrouiller le système: Succès d'un programme de formation chez Ford
Bruce Waechter, Directeur de la planification dans les relations de travail, la compagnie Ford Motor Ltée; Pat Hayes, Coordonnateur national de la santé et de la sécurité de Ford, CAW-Canada

Travail par roulement — réduire les risques
Jon Shearer, Jon Shearer & Associates et psychologue, Carleton University

Le mardi 5 juin
Séances d'une journée

Comment obtenir les faits - Méthodes pour mener des enquêtes effectives sur les accidents industriels
Terry Swain, Directeur, Section industrielle, Conseil de la sécurité de la Colombie–Britannique

Concepts en toxicologie; entreposage, manutention et disposition de produits chimiques dangereux
Dr Shalini Gupta, Toxicologue, Bureau des dangers des produits chimiques, Direction de l'hygiène du milieu, Santé et Bien-être social du Canada

Aînés au foyer
Prévention des causes principales d'accidents au foyer et dans l'entourage

Séances du matin

L'analphabétisme et la sécurité au travail
Miria Ioannou, Directeur des programmes au travail, Collège Frontier, Toronto

Accidents hors travail - Quels sont les questions en discussion?
Le foyer, la circulation, les accidents aquatiques et sportifs

Programme de conditionnement physique au travail: un investissement sûr
Bill Izso et Steve Grundy, Conseillers, Programme de conditionnement physique de l'employé(e), Condition physique Canada

Le programme national sur les dispositifs de sécurité
Grant Smith, Chef, Promotion de la sécurité routière, Transports Canada

Réseau de diffusion: sécurité routière de la Nouvelle-Écosse
George Mansfield, Superviseur, Programmes de sécurité, Ministère des transports et des communications de la Nouvelle-Écosse

Conducteurs professionnels: l'abus d'alcool et de drogues
Barbara Butler, Directrice principale, Développement de politiques stratégiques, Transports Canada

Séances de l'après-midi

Tribune des exposants de la SST

Comment développer une attitude positive envers la sécurité
Le rôle de l'enseignement, les campagnes de sensibilisation du public et les règlements vis-à-vis le changement d'attitude

L'élaboration des programmes communautaires
Grant Smith, Chef, Promotion de la sécurité routière, Transports Canada

Réseau de diffusion: sécurité routière de la Nouvelle-Écosse
George Mansfield, Superviseur, Programmes de sécurité, Ministère des transports et des communications de la Nouvelle-Écosse

Programmes de sécurité routière
Ministère de la Défense nationale

La direction d'accidents industriels majeurs: expérience canadienne
Michael Salib, Directeur, Comité de coordination d'accidents industriels majeurs (CCAIM)

La bonne médecine - l'abus d'alcool et de drogues au travail
Jim Kennedy, représentant national, CAW-Canada

Prévention et traitement des blessures au dos et au cou
Canadian Back Institute

La formation du conducteur d'autobus scolaire en Nouvelle-Écosse
David White, Superviseur, Véhicules publics, Nova Scotia Board of Commissioners of Public Utilities

Être prudent tout en s'amusant
La communication du message de sécurité

(Les séances seront offertes en anglais.)

Bulletin d'inscription

Oui! Je participerai à la conférence nationale du Conseil canadien de la sécurité qui aura lieu à Halifax du 3 au 5 juin 1990.

Prière de renvoyer la présente à l'adresse suivante:
CONSEIL CANADIEN DE LA SÉCURITÉ
C.P. 9268, Succursale "T"
Ottawa (Ontario) K1G 3T9

Avant le 12 mars 1990:
Téléphone: (613) 521-6881
Télécopieur: (613) 521-0097

A compter du 12 mars 1990:
Téléphone: (613) 739-1535
Télécopieur: (613) 739-1566

Domaines d'intérêt principaux:

- ☐ la sécurité au travail
- ☐ la sécurité routière et la formation
- ☐ la sécurité hors du travail
- ☐ la sécurité des personnes âgées

Activités sociales:

(Nous mettrons des billets en circulation)

- ☐ Je\Nous prendrai/rons part au souper de homard le lundi 4 juin à 18h30. Ajoutez 35 $ par personne lorsque vous paierez votre inscription, ou payez le repas le dimanche 3 juin.
- ☐ Remplacez le homard par du boeuf.
- ☐ Je\nous assisterai/rons au banquet le mardi 5 juin.

(PRIÈRE D'IMPRIMER CLAIREMENT OU DE TAPER)

NOM _____
Prénom Nom de famille

TITRE _____

ORGANISME _____

ADRESSE _____

VILLE _____ PROV _____ CODE POSTAL _____

TÉLÉPHONE ( ) _____ TÉLÉCOPIEUR ( ) _____

NOM DE L'INVITÉ(E) _____

Paiement

Conférence* (une personne) 195 $ (Personne âgrée avec carte d'identification 150 $)
Conférence avec invité(e)* 285 $
Une journée (encercler) lundi. OU mardi 95 $ (Personne âgée 75 $)
Une demi-journée (encercler) lundi.: am\pm; mardi: am/pm 50 $
Banquet seulement (*compris dans le prix de la conférence) 30 $
Souper de homard (FRAIS SUPPL., par personne) 35 $

Veuillez payer au complet. Montant $ _____

☐ Chèque ci-joint. (Établir à l'ordre du Conseil canadien de la sécurité)

Carte de crédit: ☐ VISA ☐ MasterCard ☐ AmEx

Date d'expiration _____

de carte _____

Signature _____

Réservation d'hôtel

Les délégués doivent faire eux-mêmes leurs réservations d'hôtel.

Halifax Hilton 1181, rue Hollis, Halifax B3H 2P6 (902) 423-7231 95 $ par nuit

The Citadel Halifax 1960, rue Brunswick, Halifax B3J 2G7 1-800-565-7162 90 $ par nuit

Ligne aérienne officielle:

Air Canada

Pour obtenir un rabais ou le prix le plus avantageux, comminiquez avec le Centre de convention d'Air Canada, en mentionnant la conférence du Conseil canadien de la sécurité, Activé #90-0131.
Terre-Neuve, provinces de l'Ouest et États-Unis, composez 1-800-361-7585.
Ontario, Québec et Maritimes, composez 1-800-363-6498.

Pour toute copie supplémentaire du présent bulletin, prière d'utiliser des photocopies.

6(a)

FOR ACTION

REPORT TO: Chairman and Members,
Transport and Environment Committee
Attn: Mr. J. J. Schatz, Acting Secretary

FROM: Philip R. A. Hooker,
Acting City Solicitor

DATE: 1990 February 7
COMM FILE:
DEPT FILE: 40-61.2

SUBJECT:

Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

RECOMMENDATION:

That the attached draft by-law be enacted by City Council.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

With the adoption of Section 19 of the 1st Report of the Transport and Environment Committee, City Council at its meeting held on the 30th day of January 1990, directed the City Solicitor's Department to prepare the necessary by-law.

The proposed local improvement rates for 1990 reflect the increase in construction costs since the last rates were approved by Council on January 31, 1989, and also include a 4.5% allowance for inflation. The new rates are intended for application to projects initiated during 1990.

c.c. Mr. T. Gill,
Acting Commissioner of Engineering
c.c. Mr. E. C. Matthews, City Treasurer
Attention: Mr. D. Goodman

6(b)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 February 5
COMM FILE:
DEPT FILE: 65-1/89.49

SUBJECT: By-law to Incorporate Parts 1 and 2, Plan 62R-10706 and Parts 16 and 18, Plan 62R-9968 into EMPEROR AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 17(h), adopted by City Council on July 25, 1989.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on July 25, 1989, directed the City Solicitor to prepare the by-law referred to above. A condition of this by-law was that the Plan of Subdivision for "Stoneridge Estates" be registered first. This has now been complied with.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk
:sr
Att.

CA4ONHBLA05
C51T6

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

Mrs. J. McAnanama
Public Library

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

TEL: 546-2700
FAX: 546-2095

1990 February 13

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1990 February 19
9:00 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:lp

NOTE: Please note change of time for Transport and Environment Committee Meeting - 9:00 o'clock a.m.

A G E N D A:

(A) DELEGATION

9:00 o'clock a.m. - Mr. M. Desrochers - Local Improvement Charges re: Application - 227 Eleanor Avenue

1. Minutes of the Monday, January 22, 1990 and Monday, February 05, 1990 meetings of the Transport and Environment Committee

2. DIRECTOR OF PROPERTY

603979 Ontario Inc. Land Titles Applications - 1' Reserve - Acadia Drive

3. COMMISSIONER OF ENGINEERING

(a) Incorporating certain City lands into various streets, avenues, etc.

(b) Discharge of Service Agreement

(c) Windermere Basin Rehabilitation Project

(d) PPM Canada Inc. Decontamination of PCB's for the Regional Municipality of Hamilton-Wentworth

4. DIRECTOR OF TRAFFIC

Administration of the School Crossing Program

5. CONFERENCE

Canada's National Safety Conference - June 3-5, 1990, Halifax, Nova Scotia

6. BILLS

(a) Local Improvement Charges for Construction of Roads, Curbs, Sidewalks, and Alleys.

(b) By-law to Incorporate Parts 1 and 2, Plan 62R-10706 and Parts 16 and 18, Plan 62R-9968 into Emperor Avenue

7. OTHER BUSINESS

8. ADJOURNMENT.

CA40NHBLA05
CS1T6

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

March 2, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 5, 1990
9:30 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:mjw

DELEGATIONS

(A)	9:30 o'clock a.m.	Ms. Carol Mason - Traffic - Bay/Markland Streets Area
(B)	10:00 o'clock a.m.	Public Delegation - Alley Closure - First South of Barton Street from Brunswick Street
(C)	10:15 o'clock a.m.	Mr. R. A. Edwards, Port Engineer Hamilton Harbour Commissioners Windermere Basin Rehabilitation Project

1. Adoption of the Minutes of the Transport and Environment Committee meeting held Monday, February 19, 1990.

2. CITY TREASURER

   Release of Holdback - Architectural Contract - Public Works Utility Building

3. MANAGER OF PURCHASING

Purchase of Vehicle Actuated and Pretimed Traffic Controllers

4. COMMISSIONER OF ENGINEERING

(a) Incorporating City lands into various streets

(b) Banner Display Applications

i. "Career Exchange Opportunities" Group

ii. Leeds of Hamilton "Bridal Show"

(c) Inadvertent Encroachment Agreements

(d) Discharge of Outdoor Patio Cafe Agreement - Royal Connaught Hotel

(e) Servicing Costs - Oakdale Estates - Phase 5

(f) Encroachment Agreement - 124 Walnut Street

5. DIRECTOR OF TRAFFIC SERVICES

(a) Albion Falls Neighbourhood - 1990 Neighbourhood Watch Program

(b) Randall Neighbourhood - 1990 Neighbourhood Watch Program

(c) Review of Traffic Conditions - Cumberland, Sandford and Rutherford Avenues

(d) School Bus Loading Zone - Karen Crescent

(e) Time Exemption Permit - 227 - 231 MacNab Street South

(f) Corner Clearance - Robert Street, east of Victoria Avenue North

(g) Extension of Taxi Stand - Rebecca Street

(h) On Street Parking Meters - Rate Revision

6. PARKING REGULATIONS

(a) Monterey Avenue between Park Row South and Province Street South

(b) Dalewood Crescent between Sterling Street and Paisley Avenue North

(c) Grant Avenue between Stinson Street and Alanson Street

(d) Beland Court

(e) Queen Victoria Drive between Quaker Crescent and Loconder Drive

(f) West 33rd Street between Bendamere Avenue and Elmwood Avenue

(g) Gibson Avenue from Barton Street East to Northerly End

(h) 147 David Avenue

(i) Handicapped Parking - 159 David Avenue

7. INTERSECTION CONTROL

(a) Bow Valley Drive and Evelyn Street

(b) West Leg of Atwater Crescent and Marlowe Drive

8. BOULEVARD PARKING

(a) 111 Frid Street

(b) 50 Murray Street West

9. CITY SOLICITOR

(a) By-law to Incorporate Block 28, Plan 62M-316 into Balfour Drive

(b) By-law to Incorporate Part 6, Plan 62R-7170 into Rexford Drive

(c) By-law to Incorporate Parts 12 and 15, Plan 62R-6257 into Queen Victoria Drive

(d) By-law to Incorporate Block 26, Plan 62M-562 into Merrilee Crescent

(e) By-law to Incorporate Block S, Plan 62M-224 into Firenze Street

(f) By-law to Authorize the Sale of Raeburn Road, designated as Parts 22, 23, 24 and 25 on Plan 62R-8933

10. NEW BUSINESS

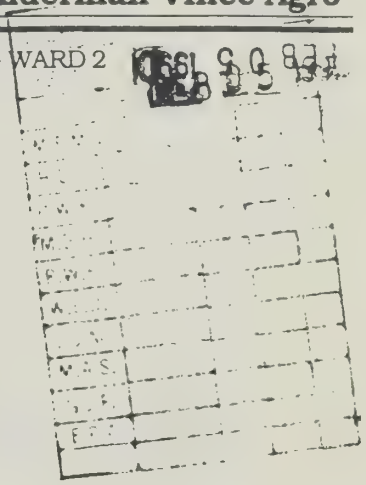
11. ADJOURNMENT

(A)

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 528-2009 – WARD 2



26 January 1990

Mr. M. Main
Director of Traffic Services

Dear Mr. Main:

In light of the correspondence that Alderman McCulloch and I have received from the residents of Bay Street South regarding their deep concerns about heavy and dangerous traffic, please be advised that I would like to have this matter placed on the Transport & Environment Committee agenda on Monday, March 5, 1990 so that these citizens may appear before the Committee to express their views.

I have enclosed copies of the recent letters we received and I would like a package of all correspondence distributed to the members of the Committee in preparation for the March 5th meeting.

Thank you for your cooperation in this matter.

Sincerely,

Vince Agro

Vince Agro
Alderman, Ward 2

VJA:sn

Attch.

c.c. Alderman Wm. McCulloch, Ward 2
Alderman H. Merling, Chairman, Transport & Environment Committee
Dr. & Mrs. G. Mason, 295 Bay St. S., Hamilton, L8P 3J5
Mr. & Mrs. P. Mazza, 332 Bay St. S., Hamilton, L8P 3J8
Mr. & Mrs. B. Brott, 301 Bay St. S., Hamilton, L8P 3J7
Dr. Ann Benger, 302 Bay St. S., Hamilton, L8P 3J8
Dr. & Mrs. J. Cairns, 323 Bay St. S., Hamilton, L8P 3J7
Mr. & Mrs. R. Drummond-Young, 327 Bay St. S., Hamilton, L8P 3J7

JAN 2

Dr. and Mrs. G. C. Mason
295 Bay Street South
HAMILTON, Ontario
L8P3J5

January 20, 1990

Mayor R. M. Morrow
Mayor's Office
Hamilton City Hall

Dear Mr. Mayor:

For the past several years. the citizens of our neighbourhood have attempted to convince the Traffic Department of the serious flaw inherent in directing **through** traffic across the core of our residential neighbourhood. None of our efforts have resulted in any improvement in the safety of our streets. Indeed, the situation has continued to deteriorate, with ever increasing density of traffic at peak hours.

You are thus advised of our intention to bring the Municipal Government before the courts should any member of our family be injured as a consequence of the City's ineffectiveness in solving this problem.

As an example of the gravity of the situation, please note that there have been at least three accidents in the past six months, at the intersection of Bay and Markland, in which vehicles have crossed the sidewalk and crashed onto landscaped areas. There are nineteen of our children living in the four houses situated on this corner.

Sincerely yours,

Giancarlo and Carol Mason

c.c. Alderman Vince Agro
Alderman William McCulloch

JAN 2

Mr. and Mrs. Paul Mazza
332 Bay Street South
Hamilton, Ontario
L8P 3J8

January 20, 1990

Mayor R. M. Morrow
Mayor's Office
Hamilton City Hall

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Sincerely yours,

Paul and Vida Mazza

c.c. Alderman Vince Agro
Alderman William McCulloch

Mr. and Mrs. Boris Brott
301 Bay Street South
Hamilton, Ontario
L8P 3J7

January 20, 1990

Mayor R. M. Morrow
Mayor's Office
Hamilton City Hall

Dear Mr. Mayor:

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Sincerely yours,

Boris and Ardyth Brott

c.c. Alderman Vince Agro
Alderman William McCulloch

Dr. Ann Benger
302 Bay Street South
Hamilton, Ontario
L8P 3J8

January 20, 1990

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Mayor's Office
Hamilton City Hall

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Sincerely yours,

Dr. Ann Benger

c.c. Alderman Vince Agro
Alderman William McCulloch

Dr. and J. A. Cairns
323 Bay Street South
Hamilton, Ontario
L8P 3J7

January 20, 1990

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Mayor's Office
Hamilton City Hall

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Sincerely yours,

John and Wendy Cairns

c.c. Alderman Vince Agro
Alderman William McCulloch

Mr. and Mrs. Ramsay Drummond-Young
327 Bay Street South,
Hamilton, Ontario
L8P 3J7

January 20, 1990

Mayor R. M. Morrow
Mayor's Office
Hamilton City Hall

Dear Mr. Mayor:

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Sincerely yours,

Ramsay and Michelle Drummond-Young

c.c. Alderman Vince Agro
Alderman William McCulloch

THE CORPORATION OF THE CITY OF HAMILTON

FROM Murray F. Main, Acting Traffic Commissioner. (Name & Title) DATE 1984 July 05

FOR ACTION ☒ FOR INFORMATION ☐ File No. TEC-147-84

TO: CITY COUNCIL ☐ (OR) Transport & Environment Committee ☒

SUBJECT

- Intersection of Markland Street and Park Street
- Intersection of Markland Street and Caroline Street
- Intersection Control.

RECOMMENDATION

That in accordance with the directive of the City Council on 1984 June 26:

- traffic westbound on Markland Street be required to stop at Park Street, and,

- traffic westbound on Markland Street be required to stop at Caroline Street.

Murray F. Main

Murray F. Main, P. Eng.,
Acting Traffic Commissioner.

BACKGROUND

At the meeting of the Committee on 1984 June 18, a delegation was heard respecting traffic conditions in the Durand Neighbourhood. The presentation of the delegation dealt only with traffic conditions on Markland Street, in the area between James Street and Queen Street, and concern was expressed respecting the speed and volume of traffic on the street. Traffic Report No. TEC-14-84, dated 1984 January 11, dealt with a number of conditions in the neighbourhood, including traffic conditions on Markland Street, and the report recommended "that no changes be made in the operation of the street system in the Durand Neighbourhood at the present time".

The delegation asked that consideration be given to requiring that westbound traffic on Markland stop at four additional intersections in the area between James Street and Queen Street. The recommendation of the Committee and the directive of the City Council was "that two stop signs be erected on Markland Street, one between James and Bay Streets and one between Bay and Queen Streets, and that the Acting Traffic Commissioner be directed to determine the most appropriate location for these signs".

In accordance with the directive, we have assessed all intersections to determine the best location for stop sign control.

In the area between James Street and Bay Street, there are three "T" intersections. MacNab Street runs one way northerly, such that no vehicular traffic enters Markland at this location. Chilton Place is a short cul-de-sac, with a very small volume of vehicular traffic entering Markland. Park Street is a one-way street towards Markland, such that there is a significant volume of traffic entering Markland at this location. There have been three reported collisions at the Park Street intersection in the past ten year period, two of which involved a vehicle entering from Park Street. Thus, Park Street is the most logical location for stop signs on Markland, although the normal criteria for all-direction stop control are not met. Since this is a "T" intersection, it is appropriate to add a stop sign to Markland, and to retain the stop sign on Park Street, such that this would become a two-way stop intersection.

In the section between Bay and Queen Streets, there are two "T" intersections, a jogged cross intersection and a cross intersection. The Hilton Street intersection is a "T" intersection, and since Hilton is only one block in length, the volume of traffic entering Markland at this location is very light. The Bruce Street intersection is a "T" intersection, and since Bruce Street runs one way southerly away from Markland, there is no vehicular traffic entering Markland at this location. The Hess Street intersection is a cross intersection, and while it would ordinarily be the best candidate for a stop on Markland, it is only 300 feet from Queen Street at which Markland Street traffic is also required to stop. The Caroline Street intersection is a jogged intersection, with Caroline operating one way southerly through the intersection. The jogged nature of the intersection makes it less desirable as a stop location, but it is more or less centrally located between Bay Street and Queen Street. A total of four collisions have been reported in the past ten year period, only two of which were right-angle collisions at the intersection. Although the normal criteria for all-direction stop control are not met at the intersection, this appears to be the best candidate intersection in the area between Bay and Queen. Because of the jog in the intersection, it is desirable to maintain the southbound stop on Caroline, such that the intersection will be a two-way stop intersection of two one-way streets.

In summary, while the criteria for all-direction stop control are not met at any of the intersections on Markland between James and Queen, the best locations for stops on Markland are at Park and at Caroline, and the existing stop signs on Park and on Caroline should be maintained, such that both intersections would be controlled by all-direction stop control.

THE CORPORATION OF THE CITY OF HAMILTON

FROM Murray F. Main, Acting Traffic Commissioner. (Name & Title) DATE 1984 January 11

FOR ACTION ☐ FOR INFORMATION ☒ File No. TEC-14-84

TO: CITY COUNCIL ☐ (OR) Transport & Environment Committee ☒

SUBJECT

Traffic Conditions in the Durand Neighbourhood.

RECOMMENDATION

That no changes be made in the operation of the street system in the Durand Neighbourhood at the present time.

Murray F. Main

Murray F. Main, P. Eng.,
Acting Traffic Commissioner.

BACKGROUND

At the meeting of 1983 December 05, the Committee discussed a letter from Mr. R. N. Allen, which asked that "a specification for traffic conditions on Markland Street to support the Durand Neighbourhood plan ..." be prepared by the Planning Department and implemented by the Committee. There was no indication as to what the nature of the specification should be. The Committee determined that since a traffic report on the Durand Neighbourhood had been received in 1982, which dealt with the apparent area of concern of Mr. Allen, it would be appropriate to update the 1982 report insofar as the volume of traffic on Markland and the speed of traffic on Markland and on Bay are concerned, at a cost of $200.00 to $300.00.

As background information, attached to this report is the original report TEC-89(a)-82 dated May 19, 1982, and a letter to Alderman Vince Agro dated August 3, 1982, and follow-up report No. TEC-89(b)-82 dated October 14, 1982. The updating of the original volume and speed data has determined the following conditions:

1. - The original speed study on Bay Street at locations north of Markland and south of Duke indicated that the average speed during morning and evening rush hour periods and mid-afternoon periods ranged from 43 km/h to 50 km/h. The most recent study indicated the figures as being slightly lower, at 41 km/h and 49 km/h, respectively.

- The original study indicated that the 85 percentile speeds ranged from 49 km/h to 52 km/h during afternoon and evening rush hour periods. A subsequent study confirmed these figures exactly.

- The original study indicated that the 85 percentile speeds during the morning rush hour ranged from 57 km/h to 58 km/h. The most recent study determined appreciably lower figures at 46 km/h and 54 km/h, respectively.

- The original study indicated that of 1638 vehicles observed, only 55 (3 percent) exceeded the speed limit by more than 10 km/h. The most recent study indicated that of 1566 vehicles observed, only 34 (2 percent) exceeded the speed limit by more than 10 km/h.

- The original study indicated that only three vehicles exceeded the speed limit by more than 20 km/h. The recent study indicated that only one vehicle exceed the speed limit by more than 20 km/h.

- The original study indicated that the fastest observed speed was 74 km/h. The most recent study indicated that the fastest observed speed was between 75 and 76 km/h.

Conclusion

The original conclusion that "the speed profile for Bay Street is normal for all but extremely narrow and congested streets" is still applicable.

2. In response to a statement that "it is stated that Bay Street South 'appears to carry a majority of northbound traffic from Queen Street Mountain Access in West Hamilton via Aberdeen Avenue'", it was determined that the proportion of traffic on Bay Street entering the Bay and Herkimer intersection has not changed, and as was indicated in the previous report, there is almost twice as much traffic entering the Bay and Herkimer intersection from the west via Queen and Herkimer, as enters from the south via Aberdeen and Bay.

3. With respect to a suggestion that a right turn prohibition on Queen at Aberdeen, between the hours of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., would result in less traffic through the residential area and provide a more direct route to other major arteries, it was confirmed that during the morning rush hour period, only 22 percent (21 percent in the previous report) of the traffic on Aberdeen east of Queen are right turns from Queen Street, and that during the evening rush hour period, only 24 percent (25 percent in previous study) are right turns from Queen Street.

Conclusion

The conclusion in the original report is still valid, and that is that "25 percent or less of the traffic on Aberdeen east of Queen comes from the Queen Street Hill, and to detour this 25 percent via Queen and Herkimer would mean that it would pass considerably more dwelling units than via the other route".

4. Respecting the volume of traffic on Markland between James and Bay, while the original report indicated a volume of approximately 2289 vehicles per day, the latest count indicated a volume of approximately 2692 vehicles per day. The original report indicated 310 vehicles in the peak hour, whereas the latest study indicated only 280 vehicles in the peak hour.

Conclusion

The latest figures do not change the conclusion in the original report which was that "the volume on Markland is not higher than should be expected in a high density neighbourhood immediately adjacent to the Central Business District. Rerouting of traffic to some other residential street, such as Charlton Avenue, would be opposed by residents on that street".

5. In response to a suggestion that there had been a substantial increase of the number of children living in the Durand Neighbourhood in recent years, statistics were provided by the Planning Department to indicate that the number of children had decreased from 691 in 1972 to 437 in 1980. A subsequent review of this figure for the year 1982 indicated a total of 441 children in the neighbourhood, thus confirming the conclusion that the number of children in the neighbourhood has, in fact, decreased in recent years.

6. In a second report to the Committee (TEC-89(b)-82), dated October 14, 1982, the question of the speed of traffic on Markland Avenue was addressed, and these speed studies have been repeated at a point in the general vicinity of Chilton Place, with the following results:

- the 85 percentile speed in the hours between 3:00 p.m. to 6:00 p.m. ranged from 48.5 to 50.0 km/h during the original study, and from 52.5 to 56.0 km/h in the follow-up study.

- the average speed in the same three hour period, which originally was found to be 43.5 to 44.9 km/h, was found to be 47.9 to 50.0 km/h in the follow-up study.

The speeds were generally higher in the follow-up study by 4 to 6 km/h. However, this is only 2.5 to 3.7 m.p.h. faster than the original study. Also, while one of 470 vehicles observed in the original study exceeded the speed limit by more than 10 km/h, and nine of 399 observed in the follow-up study exceeded the speed limit by more than 10 km/h, the changes are relatively minimal.

Conclusion

The recorded speeds, in the follow-up study were generally 4 to 6 km/h faster than on typical residential streets. However, since this is a one-way street with parking on one side only, one might expect speeds to be somewhat faster than on a narrow two-way street. There have been no changes on the street which would lead to a higher speed than previously existed, and it may be that the location of the study was somewhat different in the two cases. The accident record on this street, at 3.0 collisions per million vehicle kilometres in recent years, is below a city-wide representative figure of approximately 5.0 collisions per million vehicle kilometres, and therefore this section of street is operating in a safe fashion.

Summary of Conclusions

The follow-up studies of speed and volume determined that there has been little change in the speed or volume characteristics on Markland or on Bay in the Durand Neighbourhood, since the original studies were conducted in 1982. The conclusions in that report can be repeated at this time, and they were that "our review of the matter has determined that there is not a serious accident problem in the Durand Neighbourhood, particularly insofar as pedestrians are concerned. The Durand Neighbourhood is a high density residential neighbourhood, located immediately adjacent to the Central Business District of the City. Because of inherent inadequacies in the availability of arterial streets, it is inevitable that a certain amount of through traffic uses streets within the Durand Neighbourhood. There is no arterial street along the southerly boundary of the neighbourhood, and the street on the westerly boundary (Queen Street) is only three lanes in width in the area north of Herkimer Street. Through movements can only be detoured around the neighbourhood if the Municipality is prepared to construct the street and pavement widenings to adequately accommodate these movements. Any street closures or bizarre one-way operations would undoubtedly be opposed by residents in the area, who are concerned about accessibility for themselves and for emergency vehicles, and for their own convenience. Traffic on other through streets in other neighbourhoods in the City has grown, in many cases, at a much higher rate than the volume entering the Durand Neighbourhood. After a full review of the matter, we cannot recommend any changes to the street system at the present time".

(DRAFT #1)

16)

THE CORPORATION OF THE CITY OF HAMILTON

FROM R. J. Desjardins, Traffic Commissioner (Name & Title) DATE October 14, 1982.

FOR ACTION ☐ x FOR INFORMATION ☐ File No. TEC-89(b)-82

TO: CITY COUNCIL ☐ OR Transport & Environment Committee ☐ x

SUBJECT

Traffic Conditions in the Durand Neighbourhood - Letter from Mrs. Jean Donaldson.

RECOMMENDATION

That no changes be made in the operation of the street system in the Durand Neighbourhood at the present time.

R. J. Desjardins, P. Eng.,
Traffic Commissioner.

BACKGROUND

A letter from Mrs. Carol Mason, dated April 6, 1982, was addressed to the Chairman of the Transport and Environment Committee. Mrs. Mason expressed her personal concern about traffic conditions in the Durand Neighbourhood, and made a number of suggestions as to changes which might be made. A report respecting this matter was dated May 19, 1982, and numbered TEC-89(a)-82.

An almost identical letter was subsequently sent to the Chairman of the Transport and Environment Committee from Mrs. Jean Donaldson of 92 Markland Street. It is clear that, although these letters are not identical, for the most part, there was a common author. Almost all of the items raised in Mrs. Donaldson's letter were addressed in Report TEC-89(a)-82. However, two additional items were raiseed by Mrs. Donaldson, related to traffic on Markland Street and we presume that this different emphasis was a result of Mrs. Donaldson residing at 92 Markland Street. We have analyzed the two additional suggestions, and the following is a point form response to each.

1. Mrs. Donaldson expressed her concern that Markland Street is a "high speed throughfare". A vehicle speed study conducted on May 19, 1982, on Markland Street between Bay Street and Chilton Place, determined that;- Dec 9, 1983

- The 85 percentile speed of traffic in the hours between 3 p.m. and 6 p.m. ranged from 48.5 km/h to 50 km/h for each of the one-hour periods.
52.5 km/h to 56 km/h.

- The average speed of traffic for the same three-hour period ranged from 43.5 to 44.9 km/h.
47 9 to 50.0 km/h.
- Of the (470) vehicles observed during the three-hour period, only one exceeded the speed limit by more than 10 km/h (6.2 m.p.h.).
399

CONCLUSION

The speed profile for Markland Avenue is normal for a typical residential street in the City, and speeds are generally not excessive.

2. Mrs. Donaldson was concerned about the "safety of the drivers who live there (on Markland Street)", and stated that "it is not safe to slow down to turn into my driveway".

- A review of accidents in the quarter mile section of Markland Street between James Street and Bay Street determined that:-

- The following collisions were reported in recent years.

- 1977 - 5
- 1978 - 0
- 1979 - 1
- 1980 - 1
- 1981 - 2
- 1982 ~~to date~~ - 4 2
- 1983 - 3

Aside from the abnormal year in 1977, the accident rate in the past 4 1/2 -year period has ranged from 0 to 5.9 collisions per million vehicle kilometers, and has averaged only 3.0 collisions per million vehicles kilometers in the past 4 complete years. This figure compares with a City-wide representative figure of approximately 5.0.

CONCLUSION

Only 1 to 2 vehicle collisions are reported annually in the quarter mile section of Markland Street between James Street and Bay Street, and the accident rate in recent years has been considerably lower than a typical accident rate for urban streets.

THE CORPORATION OF THE CITY OF HAMILTON

FROM R. J. Desjardins, Traffic Commissioner DATE October 14, 1982.
Name & Title

FOR ACTION [x] FOR INFORMATION [ ] File No. TEC-89(a)-82

TO: CITY COUNCIL [ ] (OR) Transport & Environment Committee [x]

SUBJECT

Traffic Conditions in the Durand Neighbourhood - Letter from Mrs. Carol Mason.

RECOMMENDATION

That no changes be made in the operation of the street system in the Durand Neighbourhood at the present time.

R. J. Desjardins, P. Eng.,
Traffic Commissioner.

BACKGROUND

A letter from Mrs. Carol Mason, dated April 6, 1982, was addressed to the Chairman of the Transport and Environment Committee. Mrs. Mason expressed her personal concern about traffic conditions in the Durand Neighbourhood, and made a number of suggestions as to changes which might be made. We have analyzed the statements and suggestions made in the letter, and the following is a point form response to each:

1. Mrs. Mason referred to "the increasing volume of traffic that travels so quickly and efficiently through the residential areas of Durand Neighbourhood ...", and recommended a number of measures which might prohibit traffic from entering the neighbourhood. Our review revealed that:

- total increase in traffic entering Durand in the past nine years is an increase of 19 percent, via all streets entering the neighbourhood.

- examples of increases on other "neighbourhood" streets in the City for the same time period include;

  - Cumberland, west of Gage - 42 percent increase
  - Queensdale, west of Upper Sherman - 31 percent increase
  - Queensdale, east of Upper Sherman - 47 percent increase
  - Queensdale, west of Upper Wellington - 10 percent increase
  - Queensdale, east of Upper Wellington - 26 percent increase
  - King Street, east of Dalewood - 36 percent increase
  - Sanford, south of Main - 25 percent increase

Conclusion

Traffic volumes are growing on many streets which run through residential neighbourhoods, at rates in excess of the growth in the Durand Neighbourhood.

2. It was stated that vehicular traffic in the neighbourhood is "jeopardizing the safety of our children", and poses a "threat to our citizens - both young and old ..."

- Total pedestrian accidents have remained steady in the past ten years at approximately 4.3 accidents per year.

- Accident rate for children under 14 years of age has been reduced from 1.85 to 0.55 accidents per year in the past ten year period.

- Four out of five pedestrian accidents do not result in serious injury.

Conclusion

The pedestrian accident rate in the Durand Neighbourhood is very low, and is reducing for children under 14 years of age.

3. It was stated that there has been a substantial increase, during the past four to five years, in the number of children living here.

- The Planning Department statistics reveal that the number of children under 14 were as follows:

1972	691
1973	560
1974	565
1975	548
1976	512
1977	488
1978	451
1979	466
1980	437

Conclusion

The number of children under 14 years of age in the Durand Neighbourhood has, based on regression analysis, decreased by approximately 34 percent between 1972 and 1980.

4. It is stated that "Bay Street South, at times, is used as a speedway ..." Speed studies on Bay at locations north of Markland and south of Duke, respectively, reveal that:

- average speed during morning and evening rush hour periods and mid-afternoon periods ranged from 43 km/h to 50 km/h.

- 85 percentile speeds ranged from 49 km/h to 52 km/h during afternoon and evening rush hour periods.

- 85 percentile speeds ranged from 57 km/h to 58 km/h (8 km/h or 5 m.p.h. over the speed limit) during the morning rush hour.

- of 1638 vehicles oberved, only 55 (3 percent) exceeded the speed limit by more than 10 km/h (6.2 m.p.h.).

- only three vehicles exceeded the speed limit by more than 20 km/h (12.4 m.p.h.).

- fastest observed speed was 74 km/h (46 m.p.h.)

Conclusion

The speed profile for Bay Street is normal for all but extremely narrow and congested streets.

5. It is stated that Bay Street South "appears to carry a majority of northbound traffic from Queen Street Mountain Access in West Hamilton by Aberdeen Avenue".

- Bay Street south of Herkimer carries 4535 vehicles per day (including local traffic from the immediate area).

- Herkimer Street eastbound at Bay carries 8402 vehicles per day (some of which has come from the Queen Street Hill).

Conclusion

There is almost twice as much traffic entering the Bay and Herkimer intersection from the west via Queen and Herkimer, as enters from the south via Aberdeen and Bay.

6. It was stated that "the Central Area Plan Advisory Committee recommended that Queen street become two-way once again".

- The C.A.P.A.C. report, in fact, proposes no change to the present one way operation of Queen Street north of Herkimer Street.

- This Department cannot support two-way operation of Queen north of Herkimer Street.

- Queen Street is only three lanes wide, and is not suitable for two-way operation.

- Two-way operation would reduce capacity of Queen Street by approximately 75 percent.

- Two-way operation would require extensive roadway widenings between Herkimer Street and York Boulevard.

Conclusion

The C.A.P.A.C. report did not recommend two-way operation of Queen Street north of Herkimer Street, and two-way operation would require extensive

pavement and possibly right-of-way widenings between Herkimer Street and York Boulevard. Even if Queen Street was widened extensively, the left turn conflicts which would be created at King and at York Boulevard would reduce capacity severely, but requiring three phase operation of the traffic signals.

7) One suggestion was that "a 'No Right Turn between 7 - 9 a.m. and 3 - 6 p.m.' sign on Aberdeen at Queen (heading north) ..." would result in less traffic through the residential area and provide a more direct route to other major arteries".

- During morning rush hour, only 93 of the 449 vehicles on Aberdeen east of Queen (21 percent) are right turns from Queen Street.

- During the evening rush hour, only 102 of the 400 vehicles on Aberdeen east of Queen Street (25 percent) are right turns from Queen Street.

- The route via Queen Street and Herkimer Street is 100 percent residential and is abutted by more dwelling units (73 houses, 180 apartment units and one nursing home), than is the route via Aberdeen and Bay (59 houses and one nursing home).

Conclusion

25 percent or less of the traffic on Aberdeen east of Queen comes from the Queen Street Hill, and to detour this 25 percent via Queen and Herkimer would mean that it would pass considerable more dwelling units than via the other route.

8) It was suggested that "Aberdeen becoming one-way westbound between Caroline and Queen would decrease traffic flow along Aberdeen to Hess and Bay Streets", and that "this would result in less traffic through the residential area and provide a more direct route to other major arteries".

- This would merely transfer the volume to Queen and Herkimer, which are also residential in character, and which have more dwelling units.

- We would not consider Herkimer Street to be a "major artery".

- Council policy requires that the shifting of traffic volumes from one residential street to another be approved by two-thirds of the residents affected.

Conclusion

Simply transferring traffic from one residential street to another accomplishes no purpose, and would not be approved by many of the residents in the neighbourhood.

9) It is stated that "Markland Street carries too much traffic for a strictly residential street with so many young children", and it was suggested that "a 'No Left Turn' sign was placed on James Street (heading north at Markland) or if Markland were to become one-way eastbound from Park Street to James Street ..." this would alleviate the situation.

- 24 hour volume on Markland west of James is approximately 2289 vehicles per day, which is not considered abnormal for a high density residential street adjacent to the Central Business District.

- One-way operation would seriously reduce accessibility to this quadrant of the Durand Neighbourhood, and would be opposed by many residents.

- The suggested turn prohibition would impede accessibility for motorists from the Mountain and would force all traffic around the block via St. Joseph's, John and Charlton, which would cause more congestion and merely divert the traffic to a different residential street.

- Peak hour volume on Markland west of James is only 310 vehicles per hour.

Conclusion

The volume on Markland is not higher than should be expected in a high density neighbourhood immediately adjacent to the Central Business District. Rerouting of traffic to some other residential street, such as Charlton Avenue, would be opposed by residents on that street.

10) It is stated that "the Central Area Plan also suggests that Hunter Street become a major artery. This would lighten the load on King Street as well as on Charlton and Markland.

- There is no impediment to more vehicles using Hunter Street at the present time.

- Hunter Street simply is not useful to many of the motorists in the area.

Conclusion

There is no measure that we are aware of that will force more traffic to use Hunter Street, rather than other streets which are more appropriate to their needs.

Summary of Conclusions

Our review of the matter determined that there is not a serious accident problem in the Durand Neighbourhood, particularly insofar as pedestrians are concerned. The Durand Neighbourhood is a high density residential neighbourhood, located immediately adjacent to the Central Business District of the City. Because of inherent inadequacies in the availability of arterial streets, it is inevitable that a certain amount of through traffic use streets within the Durand Neighbourhood. There is no arterial street along the southerly boundary of the neighbourhood, and the street on the westerly boundary (Queen Street) is only three lanes in width in the area north of Herkimer Street. Through movements can only be detoured around the neighbourhood if the Municipality is prepared to construct the street and pavement widenings to adequately accommodate these movements. Any street closures or bizarre one-way operations would undoubtedly be opposed by residents in the area, who are concerned about accessibility for themselves and for emergency vehicles, and for their own convenience. Traffic on other through streets in other neighbourhoods in the City has grown, in many cases,

at a much higher rate than the volume entering the Durand Neighbourhood. After a full review of the matter, we cannot recommend any changes to the street system at the present time. However, we will ask the Regional Police Department to conduct speed enforcement on Bay Street during the morning rush hour period.

(B)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 January 29
COMM FILE: 3-119.3
DEPT FILE: T103-03(266)
ID# Cindy

SUBJECT:

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

RECOMMENDATIONS

a)

i) That the City Solicitor be authorized to make an application to District Court Judge under Section 82 of the Registry Act. R.S.O. 1980 for an order stop-up and close the East/West alley south of Barton Street East from Brunswick Street easterly to the north/south alley.

ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Continued ...

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

Continued ...

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

Provided the Judge's Order to close the highway is granted:

b)

i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

Ted Gill

E. M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received a request from Mr. T. Oikawa, of 2054 Barton Street East, one of the abutting owners, to close the subject alley as shown on the attached drawing.

The present alley system in the block is bounded by Brunswick Street, Osbourne Street, Waverly Street, & Barton Street East. Parts of the subject alley have been illegally blocked off by the abutting residents, and the request for closure from Mr. Terry Oikawa, is for a complete closure of the alley.

We have circulated a notice of closure to the affected municipal departments and public utilities, and no objections to this request were received.

Continued ...

Proposed Alley Closure:
East-West Alley, 1st south of Barton Street from Brunswick Street easterly to the north-south alley

Continued ...

Circulization to the area residents is now complete and the results are as follows:

Number circularized 56

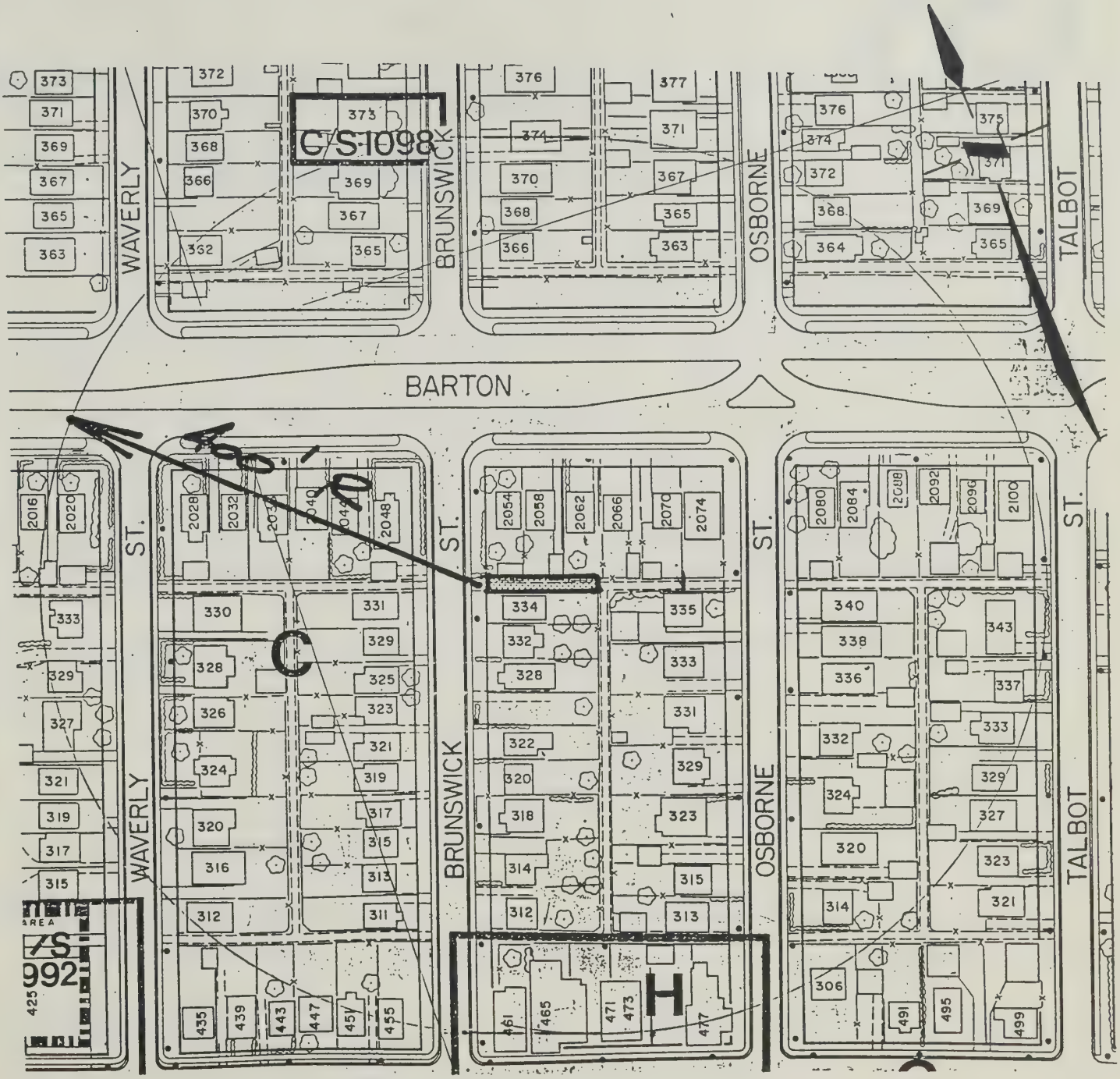
In favour 11 Opposed 1 No Response 44

The owner of 334 Brunswick indicated that he was opposed to the closure due to a neighbour dispute. The owner of 334 Brunswick had previously occupied the entire width of the alley for a driveway. Staff inspected the area and found that the owner of 334 Brunswick has now widened the driveway into his own property in order to provide a parking space should he lose the use of one-half the alley.

Since the Transport and Environment Committee has received an application from one of abutting owners to close the alley, and since the requested area is effectively blocked off to through traffic, we have no objection to this closure request.

JKC:ccc
Encl.

cc: L. Lawrence, City Solicitor's Department
cc: Alderman G. Copps
cc: Alderman D. Christopherson



PROPOSED
ALLEY CLOSURE
LOCATION PLAN

LEGEND

PROPOSED ALLEY CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.		

(c)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. Gill, P.Eng.
ACTING COMMISSIONER OF ENGINEERING

Date: 1990 March 2
Comm File:
Dept File: G71-01
823-55

SUBJECT

Windermere Basin Rehabilitation Project

RECOMMENDATION

1. That the City of Hamilton cost share in the amount of $107,000 towards the increased cost of the Windermere Rehabilitation Project, subject to the other funding partners agreeing to also cost share in the increased cost; and,

2. That this report be forwarded to the Finance and Administration Committee to recommend a method of financing.

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

Approved Appropriation	$750,000
Increased Berm Construction Cost (City's Share)	107,000
Total Estimated Cost	$857,000
Approved Appropriation	750,000
Additional Funds Required	$107,000

Continued . . .

Windermere Basin Rehabilitation Project

Continued . . .

BACKGROUND

At the meeting of April 26, 1988, Council approved the funding agreement for the Windermere Basin Rehabilitation Project.

Based on the funding agreement, the partners (City of Hamilton, Hamilton-Wentworth Region, the Hamilton Harbour Commissioners, the Federal Government and the Province of Ontario) agreed to undertake the clean-up of the Windermere Basin, with the Hamilton Harbour Commissioners acting as Project Manager.

Due to the magnitude and complexity of the project, and the expertise needed for this project Public Works Canada, were engaged by the Hamilton Harbour Commissioners to call tenders, and provide Contract Administration services on behalf of the Hamilton Harbour Commissioners.

Tenders were called and administered by Public Works Canada to clean-up the existing extreme siltation conditions. This was undertaken through a scheme of partial dredging and removal of sediment, and depositing the sediment in confined areas by constructing protective berms. These berms are located within the limits of the Windermere Basin area, with a view to creating usable land and maximizing the resulting area of open water within the basin.

Work commenced on November 14, 1988, and continued through to February 24, 1990, with the majority of the work being done by S. McNally and Sons.

As yet to be completed is the landscaping, vegetation, tree planting and construction of rip-rap walls to prevent erosion of the berms. This work is expected to be completed during 1990 and 1991.

Continued . . .

Windermere Basin Rehabilitation Project

In accordance with the funding agreement, the cost of this project was to be shared on the following basis:

Hamilton-Wentworth Region	(16.7%)	$ 750,000.00
City of Hamilton	(16.7%)	750,000.00
Environment Canada	(27.8%)	1,250,000.00
Province of Ontario	(27.8%)	1,250,000.00
The Hamilton Harbour Commissioners	(11.0%)	500,000.00
		$4,500,000.00

We have been advised by the Hamilton harbour Commissioners, the Project Manager, that in order to complete this project an additional $731,803.23 will be required.

The increased cost has resulted from increased quantities of fill required to construct the berms, and associated time delays with the supply of clean fill material from ongoing construction projects.

Environment Canada, the Province of Ontario, and the Hamilton Harbour Commissioners will also commit to funding the increased cost provided that the Region and City of Hamilton commit to cost sharing of the increased cost.

As a result of the increased construction cost, the funding partners are being requested to provide additional funding, as follows.

Hamilton-Wentworth Region	(14.6%)	$ 106,638.21
City of Hamilton	(14.6%)	106,638.21
Environment Canada	(24.3%)	177,730.34
Province of Ontario	(24.3%)	177,730.34
Hamilton Harbour Commissioners	(22.2%)	163,066.13
Total Increased Cost		$ 731,803.23

TRE:clc

Monday, February 19, 1990
9:00 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman D. Christopherson, Vice Chairman
Mayor R. M. Morrow
Alderman T. Cooke
Alderman D. Drury
Alderman D. Agostino
Alderman J. Smith
Alderman T. Murray

Absent: Alderman V. Agro (Vacation)

Also present: Mrs. Bernice Price, Hamilton Safety Council
Ms. Bess Wilson, Board of Education
Mr. L. Sage, Chief Administrative Officer
Mr. M. Main, Director of Traffic Officer
Mr. M. Hazell, Traffic Department
Mr. G. Aston, Regional Engineering Department
Mr. M. Watson, Property Department
Mr. J. J. Schatz, Acting Secretary

The minutes of the meetings held Monday, January 22 and February 05, 1990 were adopted as circulated to the members.

1' Reserve - Acadia Drive

As recommended by the Director of Property in a report dated January 30, 1990 the Committee agreed to recommend to City Council:

That 603979 Ontario Ltd. (Dan Valentini - Taro Homes) be authorized to include the City owned 1' Reserve located on the east side of Acadia Drive in its applications for registration of its own land into the Land Titles System.

NOTE: The subject reserve is part of Lot 9, Concession 8 in the City of Hamilton and shown as Part 14 on Plan 62R- prepared by A. J. Clarke and Associates Ltd., January 11, 1990.

By-law to incorporate Rupert Court and Quincy Court

As recommended by the Acting Commissioner of Engineering in a report dated January 30, 1990 the Committee agreed to recommend to City Council:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate certain City lands into Rupert Court and Quincy Court.

Ryckman's Corners Enterprises Limited - 1565 Upper James Street

As recommended by the Acting Commissioner of Engineering in a report dated February 08, 1990 the Committee agreed to recommend to City Council:

That the Service Agreement, dated December 17, 1962 between the City of Hamilton and Ryckman's Corners Enterprises Limited for lands on the east side of Upper James Street, municipally known as 1565 Upper James Street, be discharged as it is no longer required.

NOTE: This Service Agreement was entered into for the purpose of conveying specific lands to a Stanley Boyce and Olga Boyce and servicing the said lands.

As this Agreement is no longer required, the solicitors acting on be half of the purchaser, (DiCenzo Construction Company) wish to clear the property title.

Windermere Rehabilitation Project

In a report dated February 08, 1990 the Acting Commissioner of Engineering recommended that the City's Share of $107 000 of the increased cost of the Windermere Rehabilitation Project be approved subject to the other funding partners agreeing to cost share the remaining balance of the increased cost and further that the Finance and Administration Committee be requested to recommend the method of financing.

The Committee expressed concerns that it was the Committee's understanding that the Hamilton Harbour Commissioners were administering the contract for the Windermere Basin Rehabilitation Project as opposed to Public Works Canada. In addition, concerns were expressed that additional information should be available in order to substantiate the increased cost.

Following discussion the Committee agreed to table this matter and directed staff to arrange for the appropriate representatives of Public Works Canada to attend the Committee meeting to discuss this matter.

PPM Canada Inc.

As recommended by the Acting Commissioner of Engineering in a report dated February 12, 1990 the Committee agreed to recommend to City Council:

That the local Approvals Branch of the Ministry of the Environment (MOE) be informed that:

(a) The City of Hamilton has no objection to PPM Canada Inc. carrying out PCB decontamination of 3 782 litres of PCB contaminated mineral oil at the Region's Water Pumping Station at 850 Greenhill Avenue Hamilton, provided that all environmental safeguards are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional By-laws are complied with fully;

(b) No specific City of Hamilton or Regional permits are required for the work proposed by PPM Canada Inc.

(c) If provision has not been made by the MOE to advise the Greenhill Avenue residents of the proposed work to be carried out at 850 Greenhill Avenue, PPM Canada Inc. will carry out the necessary notification of area residents; and

(d) The 30 day notification period that is normally required after a Certificate of Approval is issued be waived so that the proposed work can be carried out as scheduled.

School Crossing Guard Program

As recommended by the Director of Traffic Services in a report dated February 13, 1990 the Committee agreed to recommend the following to City Council:

(a) That the Regional Municipality of Hamilton-Wentworth and the Hamilton Wentworth Regional Board of Police Commissioners be advised that the City of Hamilton wishes to administer the School Crossing Program effective April 1, 1990; and

(b) That area municipalities within the Region other than the City of Hamilton be offered the opportunity to continue participating in the School Crossing Program under the administration of the City of Hamilton in accordance with the financial arrangements previously in place under the direction of the Regional Police Commission; and

School Crossing Guard Program

(c) That the responsibility for administering the School Crossing Program be under the jurisdiction of the Director of Traffic Services; and

(d) That the existing Legislative Manager position be retitled Manager of Legislation and School Traffic and that the position of School Crossing Co-ordinator be approved within budget; and

(e) That the Director of Property and the Director of Traffic Services be directed to investigate the temporary leasing of the necessary office and storage space (approximately 500 square feet) to accommodate the school crossing administrative staff within budget.

NOTE: The School Crossing Program can be administered by the City of Hamilton Traffic Department in accordance with the 1990 administrative budget approved by the Hamilton-Wentworth Regional Board of Police Commissioners.

In October 1989, the Hamilton-Wentworth Regional Board of Police Commissioners agreed to recommend that the School Crossing Program be transferred to the Region effective January 1, 1990. Regional Council on the recommendation of the Finance and Personnel Committee forwarded this matter to the area municipalities for their information and comments as well as the Regional Engineering Services Committee for a report.

The School Crossing Program currently administered by the Regional Police Department includes the conducting of studies and administration of the Program for the entire Region, including 195 school crossing guards (176 full-time guards and 19 spares) and three supervisors. The assignment of school crossing guards to specific locations is approved and entirely funded by the six area municipalities. The cost to administer the Program is also paid by the area municipalities on a proportional basis to the number of school crossing guards within each municipality.

The Director of Traffic Services has reviewed the Program and proposed budget of $1 217 450. in detail and has concluded that this Program can be administered by his Department within the proposed budget.

Canada's National Safety Conference

The Committee agreed to recommend to City Council that the Chairman or his designate be authorized to attend Canada's National Safety Conference from June 3 to June 5, 1990 in Halifax, Nova Scotia.

By-laws

As recommended by the Acting City Solicitor in reports dated February 05 and February 07, 1990 the Committee approved presentation of the following By-laws to City Council:

(a) A By-law to Amend Local Improvement By-law No. 10605 Respecting Revised Costs to the Corporation for the Installation of Local Improvements

(b) A By-law to Incorporate Parts 1 and 2, Plan 62R-10706 and Parts 16 and 18, Plan 62R-9968 into Emperor Avenue

227 Eleanor Avenue

Mr. Desrochers and Katherine Heddle of 227 Eleanor Avenue appeared before the Committee to appeal the servicing charges in connection with the severance of their lot at 227 Eleanor Avenue.

227 Eleanor Avenue

Copies of a report dated February 07, 1990 from the Acting Commissioner of Engineering recommending that the request by the applicant for an exemption of payment for future City local improvement costs for services to be installed on Eleanor Avenue adjacent to this property, be denied.

Mr. Desrochers submitted that while he has no objections to paying the servicing charges for the frontage of his property he does not feel its appropriate that he should be paying for the services on the flankage portion as well and submitted that if he's to pay these charges it is uneconomical for him to subdivide his property.

Mr. Aston advised that the practice of charging both frontage and flankage servicing costs on corner properties has been in existence for in excess of 15 years and that the charges levied against the applicant are in accordance with this practice.

Following discussion the Committee agreed to take no action on the request for exemption of the servicing charges for the flankage portion of this property.

Further discussing the servicing cost for corner properties the Committee requested staff to undertake a review as to whether or not that there is merit in considering a deviation from the current policy in instances where the land being subdivided is of such a small scale as to make it uneconomical for same to proceed.

The Committee agreed however that if such a change were implemented this would apply only to future instances and would not be retroactive.

1989 Budget Estimates

The following appeared in connection with the 1989 Budgets Estimates of the Transport and Environment Committee:

Alderman B. Hinkley (Part of meeting)
Mr. E. C. Matthews, Treasurer
Mr. R. Hammel, Treasury Department
Mr. N. Adhya, Treasury Department
Mr. K. Beattie, Treasury Department
Mr. C. Kerr, Treasury Department

Regional Engineering - 1990 Budget Estimates

Mr. G. Aston appeared before the Committee in connection with the 1990 estimates of the Regional Engineering Department for local roads. It was noted that the 1990 estimate in the amount of $3 822 590 is a reduction of $4 110 over the 1989 estimate and is a reduction of 0.1%. The Committee reviewed the budget in detail and made the following adjustments.

- Increase all encroachment fees by 6.7% (estimated to be $5 300)

- Reduce appropriation of $123 000 for Bridge Maintenance by $10 000

- Reduce appropriation of $192 000 for Railway Crossing Maintenance by $20 000

- Reduce appropriation of $20 000 for Paths and Walkways by $2 000

- Reduce appropriation of $30 450 for Pedestrian Ramps by $1 450

- Reduce appropriation of $105 000 for Slurry Seal by $10 000

- Reduce appropriation of $334 800 for Surveys by $20 000 (In favour of this reduction were Aldermen Christopherson, Drury, Smith and Murray. Opposed was Alderman Merling)

The Committee reviewed the following "Expansion Service/Program Packages"

Project	Amount	Committee Decision
- Wheelchair Ramp Construction	$29 550	Funded
- Slurry Seal Contract	$109 000	Not funded
- Windermere Road - Drainage Works	$94 000	Not funded

The Committee adjourned for lunch and reconvened at 12:45 p.m.

Regional Engineering - 1990 Estimates for Pollution Control Services

Mr. G. Aston appeared before the Committee in connection with the 1990 estimates of the Regional Engineering Department for Pollution Control Services. The Committee reviewed the estimates and approved the 1990 estimates in the amount of $66 100 which is a $20 200 reduction over the 1989 estimates and represents a 23.4% reduction.

Public Works Department - 1990 Estimates

Mr. J. Pavelka, Mr. D. Lobo, Mr. J. Pook, Mr. D. Farquhar, Mrs. Rose Salayko of the Public Works Department appeared before the Committee in connection with 1990 Estimates of the Department.

Streets Division

The Committee reviewed the estimates of the Streets Division in the amount of $16 718 010 which is an increase of $610 320 over the 1989 estimate and represents a 3.8% increase.

The Treasurer advised of the adjustments to the 1989 actuals for the Public Works Department and distributed revised estimates to the members of the Committee. In reviewing the estimates the Committee made the following adjustments:

- Increase the Tree Trimming and Removal Revenue Account of $78 750 by $25 000 (The Committee directed that the rate for Tree Trimming to outside organizations be increased from $19 to $25 per tree)

- Reduce the overall appropriation of $16 718 010 by $400 000.

The Committee reviewed the following "Expansion Service/Program Packages" as submitted by the Director.

Project	Amount	Committee Decision
- Clerk - Typist Dispatcher	$23 320	Funded - reduce account for "outside agencies" by $4 130
- Improve Litter Container Service (favour of deleting this item from the budget were Aldermen Merling, Cooke, Drury, Christopherson, Smith and Murray. Opposed was Alderman Agostino)	$87 200	Not funded
- Enforcement Officer	$39 960	Funded on basis of a contract position and subject to revenues derived from this activity off-setting expenditures

- Catch Basin Cleaning	$104 310	Not funded
- Traffic Island Beautification	$84 000	Fund an amount of $42 000 with the Director of Public Works recommending the priority locations for development
- Grid Tree Trimming Program	$50 000	Fund an amount of $40 000
- Grow, Supply, Maintain 500 hanging baskets	$87 500	Fund an amount of $42 000 in budget for growing and supplyingplantings subject to B.I.A. groups agreeing to maintain same
- Maintain Floral Planters	$21 660	Fund an amount of $3 000 for growing and supplyingplantings on understanding that B.I.A.'s agree to maintain

Traffic Department - 1990 Estimates

Messrs. M. Main, H. Solomon, M. Hazell and R. Holland of the Traffic Department appeared before the Committee in connection with the 1990 Estimates of the Department in the amount of $3 667 630 which is an increase of $121 890 over the 1989 estimate and represents a 3.4% increase.

The Committee discussed at length the rates for on street metre parking and generally concurred that an increase should be implemented and requested the Director of Traffic Services to provide a report in this regard.

The Committee reviewed the estimates and made the following adjustments.

- Increase all Traffic Department charges for services and licensing fees service by 6.7% (The Director of Traffic Services was directed to prepare a report in this regard for consideration by the Committee)

- Increase the fine for parking infractions relative to handicapped parking and no parking - rush hour, by 100% (In this regard Mr. Main was requested to prepare a report on what is required to implement these increases as soon as possible)

The Committee reviewed the following "Expansion Service/Program Packages"

Project	Amount	Committee Decision
- New Foremen's Truck	$17 000	Funded
- Automobile for "Locate Person"	$12 200	Not funded

- Parking Metre Foremen's $17 000 Funded

It was agreed that the $17 000 appropriation would be recovered from the reserve for off-street parking.

T. Sullivan, Inspector T. Mueller, Ms. Diane Buist, Mr. Main and Mr. M. Hazell appeared before the Committee in connection with the 1990 estimates for the School Crossing Guards Program in the amount of $990 440 which is an increase of $105 780 over the 1989 estimates and represents a 12% increase.

The Committee reviewed the budget and approved same subject to the following:

The Director of Traffic Services undertaking a review with respect to the placement of School Crossing Guards at signalized intersection and reporting back to the Committee.

1990 Service Reduction Proposals

Copies of a report as prepared by the Treasurer respecting the following 1990 Service Reduction Proposals were distributed to the members.

Traffic	Freeze Travel to 1989 level	$ 2 140
Public Works	Litter containers at HSR bus stops	$93 450
Streets and Sanitation	Freeze Travel to 1989 level	$ 1 540
Fleet Services	Freeze Travel to 1989 level	$ 1 200

The Committee reviewed the report and agreed that the Public Works Department, Streets Division Estimates, be reduced by $93 450 with respect to litter containers at Hamilton Street Railway bus stops.

Adjournment.

There being no further business, the meeting then adjourned.

TAKEN AS READ AND APPROVED,

J. J. Schatz,
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FEB 2 6 1990

2

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. E. C. Matthews
Treasurer

DATE: 1990 February 23
COMM FILE:
DEPT FILE:

SUBJECT: **FINAL RELEASE OF HOLDBACK REQUEST**

RECOMMENDATION:

That total holdback in the amount of $11,984.18 be released to Bruce Berglund Architect for the completion of the contract, P.O's. 29061 and 34129, for the new Public Works Utility Building on Rymal Road, pending receipt by the Treasury of the Standard Release Forms from the contractor and City Solicitor's Department.

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Contractor is entitled to release of holdback on the 46th day after total completion.

BACKGROUND:

The contract was approved by Council December 8, 1987 for $113,000.00 and on October 25, 1988 increased to $120,000.00. The project was totally performed on February 14, 1989 for a final cost of $119,841.75. The 45 day lien period expires April 1, 1990 and I am recommending release of all holdback monies at this time pending receipt of the necessary release forms by the Treasury.

FOR ACTION

3

REPORT TO: Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

COMM FILE:
DEPT FILE: T17-1 & 2-90

SUBJECT: SUPPLY AND DELIVERY OF VEHICLE ACTUATED AND PRETIMED TRAFFIC CONTROLLERS DURING 1990

RECOMMENDATION:
That a purchase order be issued to Fortran Traffic Systems, Scarborough, for the supply and delivery of Vehicle Actuated and Pretimed Traffic Controllers as and when required during 1990 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Vehicle Actuated
Eight Phase Controller - $7,868.00 ea.
Four Phase Controller - 6,598.00 ea.
Eight Phase Timer - 2,570.00 ea.

Pre-Timed
Controllers - $6,307.00 ea.
Cabinets - 5,307.00 ea.

Provincial sales tax extra at 8%. 2% discount allowed.

NOTE: Lowest of three (3) tenders received for the Vehicle Actuated and lowest acceptable of five (5) tenders received for the Pre-Timed Controllers. Funds provided in Signals Material Account #CH56152 75999.

T. Bradley, Manager of Purchasing

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

BACKGROUND: Tender Analysis based on estimated annual usage

	Controller		
Vehicle Actuated	Eight Phase	Four Phase	Eight Phase Timer
Fortran, Scarborough	$23,604.00	$46,186.00	$2,570.00
Tacel Ltd., Toronto	24,897.00	52,471.00	2,735.00
Econolite, Scarborough	27,057.00	56,369.95	2,901.56

Pre-Timed	Controller	Cabinet
Novax, New Westminster	$53,560.00	$4,616.00 *
Econolite, Scarborough	61,630.00	4,960.00 *
Fortran, Scarborough	63,070.00	5,307.00
Novax, New Westminster	64,290.00	4,616.00
Tacel Ltd., Toronto	72,350.00	6,244.00

Provincial sales tax extra at 8%.
* Do not meet specifications

F O R A C T I O N

4(a)

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 February 15
COMM FILE:
DEPT FILE: (See
ID# lorie Schedule A)

SUBJECT:

Incorporating certain City lands into various streets, avenues, etc.

RECOMMENDATION

That the City Solicitor be authorized and directed to incorporate certain City lands into various streets, etc. as described in Schedule "A", appended hereto, to be approved during the Pleasure of Council.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

HMS:lj
Encl.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason For being Incorporated	File No.
Eva Street	Part 7, Plan 62R-7802	NIL	To provide access and hook-up between Eva Street (as est'd by By-Law No. 88-198) and Eaglewood Drive, Plan 62M-643	S702-39
Presidio Drive	Block 67, Plan 62M-556 Part 10, 62R-9436	NIL	To provide access and hook-up between Presidio Drive (as est'd by By-Law No. 88-151), Presidio Drive, Plan 62M-556 with Presidio Drive, Plan 62M-642	S702-39 & S705-21
Acadia Drive	Block 30, Plan 62M-644	NIL	To provide access and hook-up between Acadia Drive (as est'd by By-Law No. 89-234) to Acadia Drive, Plan 62M-644	S719-57

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason For being Incorporated	File No.
Rexford Drive	Block 35, Plan 62M-478	(NIL)	To provide access and hook-up between Rexford Drive on Plans 62M-478 and 62M-629	S718-29 S718-28
Rexford Drive	Block 16 and 17 Plan 62M-455	(NIL)	To provide access and hook-up between Rexford Drive on Plans 62M-455 and 62M-629	S718-30 S718-28
Robson Crescent	Blocks 18 and 19 Plan 62M-455	(NIL)	To provide access and hook-up between Robson Crescent on Plans 62M-455 and 62M-629	S718-28 S718-30

4(b)i

FOR ACTION

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 FEBRUARY 9
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID#0043D

SUBJECT:

Banner Display Application
May 14, 1990 to May 21, 1990

RECOMMENDATION

That the "Career Exchange Opportunities" Group be permitted to display a promotional banner across Main Street West in front of City Hall, from Monday, May 14, 1990 to May 21, 1990, with the following message:

"Job Fair Convention Centre Tuesday May 15th and Wednesday May 16th, 1990"

Ted Gill

E. M. Gill
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the "Career Exchange Opportunities" Group of Stoney Creek, requesting permission to display a promotional banner across Main Street West, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application. This application is being presented to your Committee because C.E.O. Group has never erected a banner before, and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC/lf

cc. H. Reinhold, Department of Public Works

4(b)ii

FOR ACTION

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 FEB 19
COMM FILE: 3-11-7
DEPT FILE: T103-37
ID Jackie

SUBJECT

Banner Display Application
December 30, 1991 to January 6, 1992

RECOMMENDATION

That the Leeds of Hamilton Limited "Bridal Show" be permitted to display a promotional banner across Main Street West in front of City Hall, with the following message:

"Leeds Bridal Show '92
Hamilton Convention Centre January 1992"

Ted Gill

E.M. Gill, P.Eng
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of $160.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from the Leeds of Hamilton Limited requesting permission to display a promotional banner across Main Street west, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, will apply to this application.

This application is being presented to your Committee because the applicant is requesting the banner space to advertise for their annual bridal show.

Banner Display Application
December 30, 1991 to January 6, 1992

Cont'd ....

Leeds has held the bridal show in Hamilton since 1969 and have occupied the banner space at the requested time period for the past 6 (six) years.

The show features over 100 exhibits and a fashion show and allows for exhibit space for Hamilton institutions such as Hamilton Opera Company free of charge.

POLICY

City Council on October 10, 1989 adopted Item 16 of the Sixteenth Report of the Transport and Environment Committee stipulated that:

> Reference to charitable, community or philanthropic undertakings or events be re-inserted in the condition and requirements for banner installations across Main Street as originally approved by City Council on October 29, 1989 in adopting Section 27 of the Eighteenth Report of the Transport and Environment Committee.

JKC:ja

cc: H. Reinhold, Department of Public Works

4(c)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 FEB 21
COMM FILE: 3-11-5
DEPT FILE: T103-51
ID Jackie

SUBJECT

Inadvertent Encroachment Agreements

RECOMMENDATION

That the applications on attached schedule "A" be approved during the pleasure of Council provided:

a) That the owner enter into agreements satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this privilege.

FINANCIAL IMPLICATIONS

See above "Recommendation".

Ted Gill

E.M. Gill, P.Eng.
Acting Commissioner of Engineering

Cont'd .....

Inadvertent Encroachment Agreements

Cont'd .....

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objections. The City has allowed these types of encroachment in the past.

JKC:ja

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
30 Murray Street West	Portion of Building on McNab Street North measuring 0.12' X 22.07'	Findlay & Findlay Barristers & Solicitors 20 Jackson Street West Hamilton, Ontario L8P 1L2	$125.00/$20.00	T103-50(858)
140 Locke Street South	Encroachment of concrete steps 8.0 X 1.92 and brick pillars -.78' -.62' -.70' -1.19'	Simpson & Watson Barristers & Solicitors 950 King Street West	$125.00/$20.00	T103-50(835)
Avondale (912 Barton Street)	foundation of building on Avondale	Cain, Gzik & Gardener Barristers & Solicitors 340 Main Street East Hamilton, Ontario L8N 1J1	$46.00/$20.00	T103-50(855)
309 East Avenue North	concrete steps on East Avenue North measuring 2.5' X 7.5'	Dempster & Dermody & Riley Barristers & Solicitors P.O. Box 736 Station "A" Hamilton, Ontario L8N 3M8	$125.00/$20.00	T103-50(857)

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st year/Annual	File No.
309 Mary Street	Veranda 7' X 4.2'	Yachetti, Lanza & Restivo Suite 800 105 Main Street East Hamilton, Ontario L8N 3P9	$125.00/$20.00	T103-50(839)
435 Osborne Street	Concrete steps 11' X 1.67	Ontario Hydro 700 University Avenue Toronto, Ontario M5G 1K6	$125.00/$20.00	T103-50(859)

4(d)

F O R A C T I O N

REPORT TO: MR. R.C. PROWSE, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E.M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 Feb. 22
COMM FILE:
DEPT FILE: T103-52(92)
ID rose

SUBJECT:

Discharge of Outdoor Patio Cafe Agreement- Royal Connaught Hotel-112 King Street East.

RECOMMENDATION

(i) That the request by Mr. M.G. McHugh, solicitor on behalf of the Royal Connaught Hotel to discharge the encroachment agreement for 112 King Street East Instrument No. 355991 C.D.; date of registration February 20, 1986 be approved, subject to the satisfaction of the City Solicitor.

(ii) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

(iii) That the applicant pay a fee of $120.00 for the discharge.

FINANCIAL IMPLICATIONS

See above "Recommendations"

Ted Gill

E.M. Gill, P. Eng.
Acting Commissioner of Engineering

cont'd....

BACKGROUND

The agreement was entered in to with the City of Hamilton in 1986. The agreement permitted the encroachment of an "Outdoor Boulevard Cafe". The Royal Connaught Hotel has determined that the hotel will not be running a cafe in the future. A field inspection has confirmed that the cafe in front of the property has been removed from the road allowance. It is therefore appropriate to discharge the existing agreement.

JKC:rbo

c.c. S. Gabruss, Office of the City Solicitor
c.c. R. Hayes, City Treasurer's Office

4(c)

FOR ACTION

I. D. ESCTECREPORTS

REPORT TO: MR. J. SCHATZ, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
COMMISSIONER OF ENGINEERING

DATE: February 20, 1990
COMM FILE: 3-11.4
DEPT FILE: S715-25

SUBJECT

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

RECOMMENDATIONS

i) That the submitted schedules for the estimated cost of services in:

- OAKDALE ESTATES - PHASE 5, Hamilton

be adopted for inclusion in the Subdivision Agreements with the Owner.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement between the City and the Owner.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Survey Plan and Subdivision Agreement have been registered.

iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, providing that he enters into a Standard Agreement for Pre-servicing.

v) That the City's share of the cost of services for this development ($ 45,148.64) be approved, and that the Finance and Administration Committee recommend the source of funding for this project.

Ted Gill

G. M. Gill, P. Eng.
Commissioner of Engineering

1990 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS

FINANCIAL CONSIDERATIONS

Under present policies, the City of Hamilton shares the cost of installing services within subdivisions. Expenditures are incurred due to costs associated with 0.3 metre reserves and/or oversized services. In the case where 0.3 metre reserve expenditures and oversizing expenditures do not exist, the Subdivider is solely responsible for all costs within the development.

Any cost sharing for the developments being approved (as shown on Schedule "A" attached) is in accordance with standard City of Hamilton policies. The total estimated cost of the City's share of services to be approved at this time is $ 45,148.64.

A portion of the City share ($ 30,082.86) is associated with extra depth asphalt on Byng Street and Massena Drive and is not recoverable in the future. The remaining portion of the City share ($ 15,065.78) is associated with a 0.3 metre reserve on Massena Drive and will be recoverable when the adjacent lands develop.

The total estimated Subdivider's share of the cost of all services being installed for the subdivision and noted on Schedule "A" attached is $470,201.59.

BACKGROUND

The proposed subdivision which is to have servicing approved under this report is:

- OAKDALE ESTATES - PHASE 5 (Barnstown neighbourhood)

City Council has recommended that Subdivision Agreements be entered into between the City and the Owner of the lands to be subdivided for the development noted on Schedule"A" (attached).

Copies of the Engineer's estimates for the cost of services and copies of the Final Survey Plans, as prepared by the respective Consultants and Surveyors have been submitted to Regional Engineering for approval.

Development of these lands will provide for the servicing of the 65 residential lots and 3 future residential lots.

DVC:

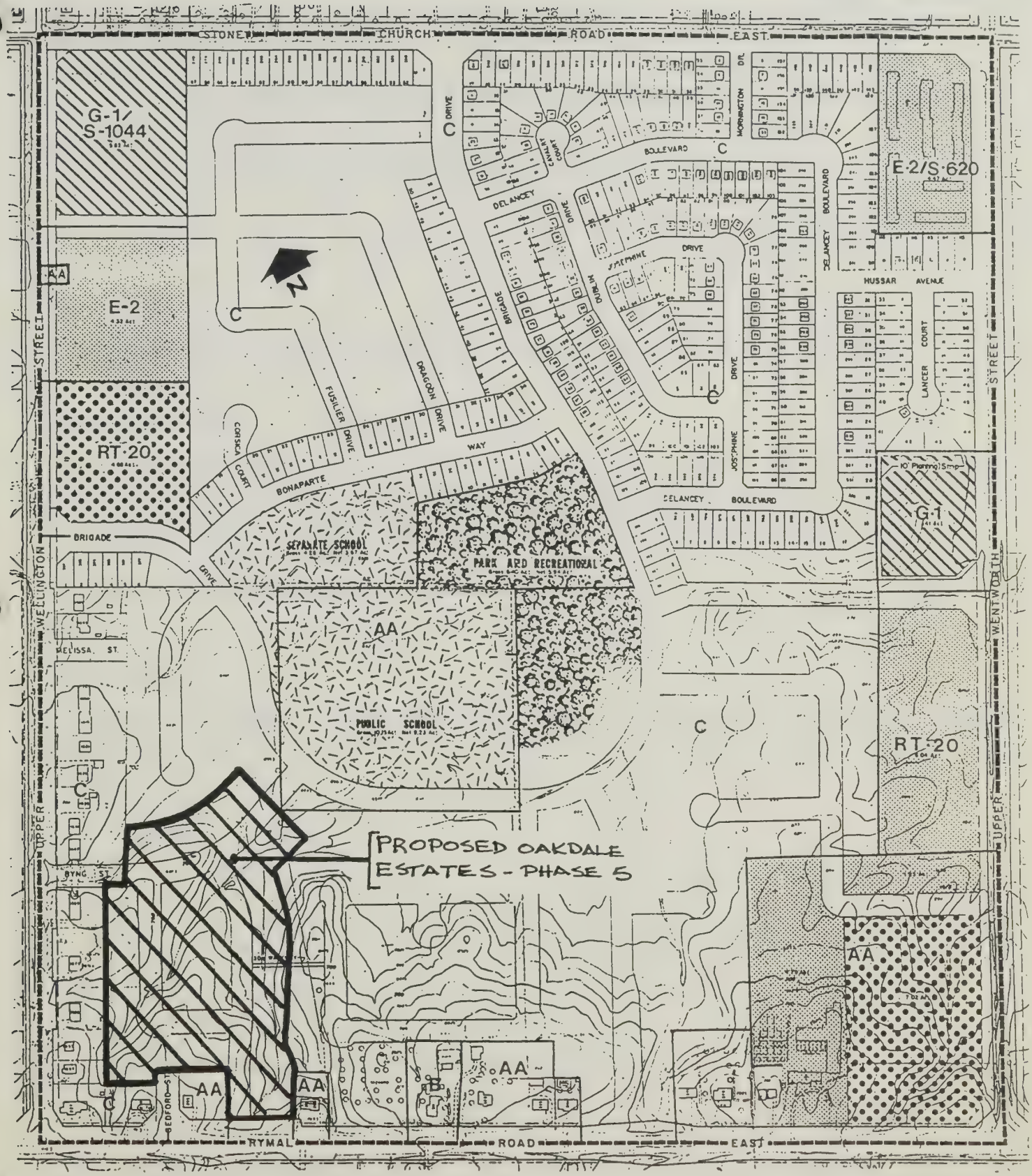
cc: E. C. Matthews, City Treasury Department
cc: L. Farr, City Solicitor's Office

1990 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- OAKDALE ESTATES - PHASE 5	65 Lots (3 Future)	88-06-28 P&D 15-88	Catch Basins & Connections	$1,530.02	$0.00			
- 428680 ONTARIO LIMITED	Hamilton	Item 24(a)	Curbs & Sidewalks	$4,165.18	$0.00			
- Urbex Management Limited			Finished Roads	$8,662.58	$30,082.86			
- J. David Peters, O.L.S.			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$708.00	$0.00	$45,148.64	$470,227.59	$515,376.23
TOTALS:				$15,065.78	$30,082.86	$45,148.64	$470,227.59	$515,376.23

SCHEDULE "A"

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable


STONE CHURCH ROAD EAST
G-1/S-1044
E-2
RT-20
E-2/S-620
G-1
RT-20
AA
C
DRIVE
BOULEVARD
DELANCEY
BRIGADE
DRAGOON
FUSILIER
BONAPARTE
WAY
COURT
HUSSAR
AVENUE
LANCER
JOSEPHINE
SEPARATE SCHOOL
PARK AND RECREATIONAL
PUBLIC SCHOOL
MELISSA ST.
BYNG ST.
BEDFORD ST.
WELLINGTON STREET
UPPER WENTWORTH
RYMAL ROAD EAST
PROPOSED OAKDALE ESTATES - PHASE 5

KEY PLAN

N.T.S.

H(F)

FOR ACTION

Report To: Secretary
Transport and Environment Committee

From: E. M. Gill, P. Eng.
Acting Commissioner of Engineering

Date: 1990 February 23
Comm File:
Dept File: T103-50(473)

Subject:

Encroachment Agreement change of address at 124 Walnut Street.

Recommendation

That the City Council resolution of June 24, 1986 Item 54 of the 12th Report of the Transport and Environment Committee authorizing an Encroachment Agreement for #124 Augusta Street be amended to delete the street name Augusta and replace it with the street name Walnut.

Financial Implications

N/A

Background

The City Solicitors Department discovered a discrepancy in the address of this encroachment and has advised us that Council must authorize the ammendment.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

JKC:nq

cc: Sandra Gabruss, City Solicitors Office

FOR ACTION

5(a)

REPORT TO:

Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 29
COMM FILE:
DEPT FILE: TEC-27-90

SUBJECT:

Neighbourhood Watch Program for the Albion Falls Neighbourhood.

RECOMMENDATIONS:

(a) That the Albion Falls Neighbourhood be designated as a neighbourhood watch area; and

(b) That neighbourhood watch signs for the Albion Falls Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That the necessary funds ($1,400.00) be charged to Account No. CH-55301-75030 (Neighbourhood Watch Program).

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department budget estimates for erecting neighbourhood watch signs in this neighbourhood. The balance remaining in the Neighbourhood Watch account would then $6,600.

BACKGROUND:

The Regional Police Department has confirmed that the Albion Falls Neighbourhood has an active neighbourhood watch program, and it is, therefore, recommended that neighbourhood watch signs be erected in accordance with the City Council policy.


B-1
B-2
A
AA
M-13
M-12
M-14
M-13/S-563
M-14/S 904
91
89
90
131
5
120
62
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
Neighbourhood Boundary
Zoning Boundary.
Prepared for The City of Hamilton

FOR ACTION

5(b)

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 23
COMM FILE:
DEPT FILE: TEC-48-90

SUBJECT:

Neighbourhood Watch Program for the Randall Neighbourhood.

RECOMMENDATIONS:

(a) That the Randall Neighbourhood be designated as a neighbourhood watch area; and

(b) That neighbourhood watch signs for the Randall Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active neighbourhood watch program as determined by the Regional Police Department; and

(c) That the necessary funds ($900) be charged to account no. CH-55301-75030 (neighbourhood watch program).

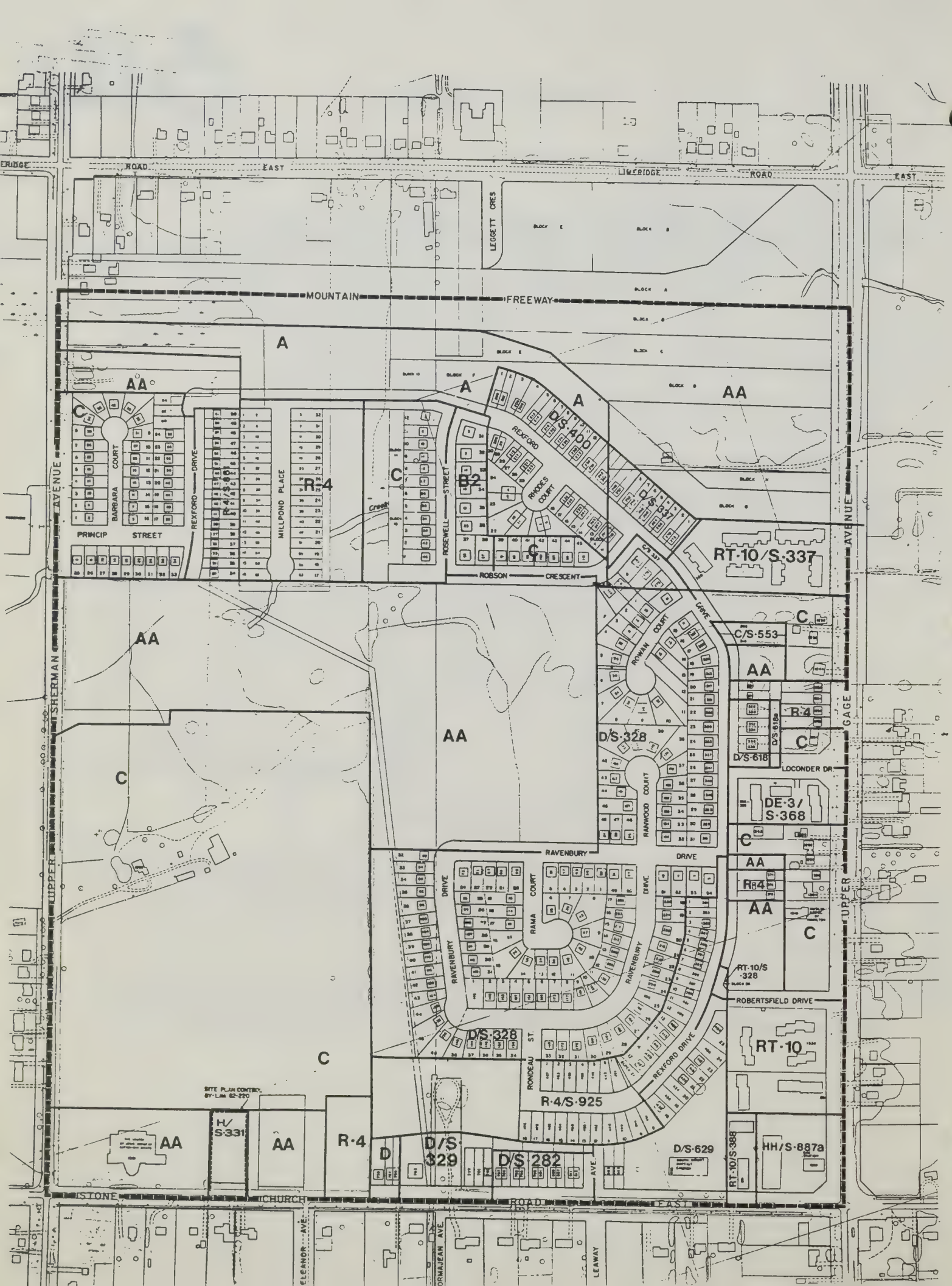
Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department budget estimates for erecting neighbourhood watch signs in this neighbourhood. The balance remaining in the neighbourhood watch account would then be $5,700.

BACKGROUND:

The Regional Police Department has confirmed that the Randall Neighbourhood has an active neighbourhood watch program, and it is, therefore, recommended that neighbourhood watch signs be erected in accordance with the City Council policy.


MOUNTAIN FREEWAY
LEGGETT CRES
ROBSON CRESCENT
REXFORD DRIVE
BARBARA COURT
PRINCIP STREET
MILLPOND PLACE
ROSEWELL STREET
RHODES COURT
ROWAN COURT
RANWOOD COURT
LOCONDER DR.
RAVENBURY DRIVE
RAMA COURT
ROBERTSFIELD DRIVE
REXFORD DRIVE
RONDEAU ST.
SITE PLAN CONTROL BY-LAW 82-220
STONE CHURCH ROAD EAST
ELEANOR AVE.
NORMAJEAN AVE.
LEAWAY
UPPER SHERMAN AVENUE
UPPER GAGE AVENUE
D/S-400
D/S-328
D/S-618
D/S-629
D/S 329
D/S 282
R-4/S-925
RT-10/S-337
RT-10/S-328
RT-10/S-388
C/S-553
DE-3/S-368
HV/S-331
HH/S-887a
R-4/S-661
R-4
RT-10
A
AA
B2
C
D

Tabled at the request of Alderman Hinkley on 1989 Novembe

5(c)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 November 9
COMM FILE:
DEPT FILE: TEC-241-89

SUBJECT:

Intersection of Cumberland, Sanford and Rutherford Avenues - Review of Traffic Conditions.

RECOMMENDATIONS:

(a) That a stop sign not be erected for traffic eastbound at the intersection of Cumberland and Sanford Avenues; and,

(b) That crosswalks be painted across the south and west approaches to the westerly intersection of Cumberland and Sanford Avenues; and

(c) That pedestrians be prohibited from crossing Sanford Avenue between the east and west legs of Cumberland Avenue; and

(d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Erecting a stop sign on the south leg of Cumberland Avenue at Sanford Avenue would result in additional motor vehicle operating costs in the order of $60,000 per year.

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and painted crosswalks.

BACKGROUND:

At the 1989 July 17 meeting of the Transport and Environment Committee, Alderman Brian Hinkley expressed concern regarding the operation of the intersection of Cumberland, Sanford and Rutherford Avenues. The Traffic Department was directed to investigate and report back on the following matters:

(a) Examine the feasibility of placing a stop sign at the western intersection of Cumberland and Sanford Avenues.

(b) Review the best location for the painted crosswalks and signage.

(c) Examine the pedestrian and vehicle conflicts and visibility.

(d) Review all traffic measures in place to ensure the safety of pedestrians and motorists.

(e) Make recommendations for traffic improvements to this intersection.

The Traffic Department has reviewed conditions at this intersection, and has the following report:

(a) Intersection of Cumberland and Sanford Avenues - Intersection Control.

Cumberland Avenue is operated one-way easterly between Wentworth and Sanford, and presently, northbound, southbound and westbound traffic is required to stop at the intersection of Cumberland and Sanford. The east and west legs of Cumberland are off-set at Sanford by approximately 50 feet.

Traffic Department records indicate that there has been only one reported collision at this intersection in at least the last 7 1 2 years. This collision did not involve a pedestrian. This is a very good collision record for this type of intersection, and the collision record could not be improved upon by any change in intersection control. Erecting a stop sign for eastbound traffic on Cumberland at Sanford would merely increase motor vehicle operating costs, noise, dust, etc. as well as result in disrespect for stop signs in general which is already a serious cause of collisions.

For the above reasons, the Traffic Department does not recommend that a stop sign be erected for eastbound traffic on the south leg of Cumberland at Sanford.

(b), Painted crosswalks and signing / Pedestrian and Vehicle Conflicts.
(c)

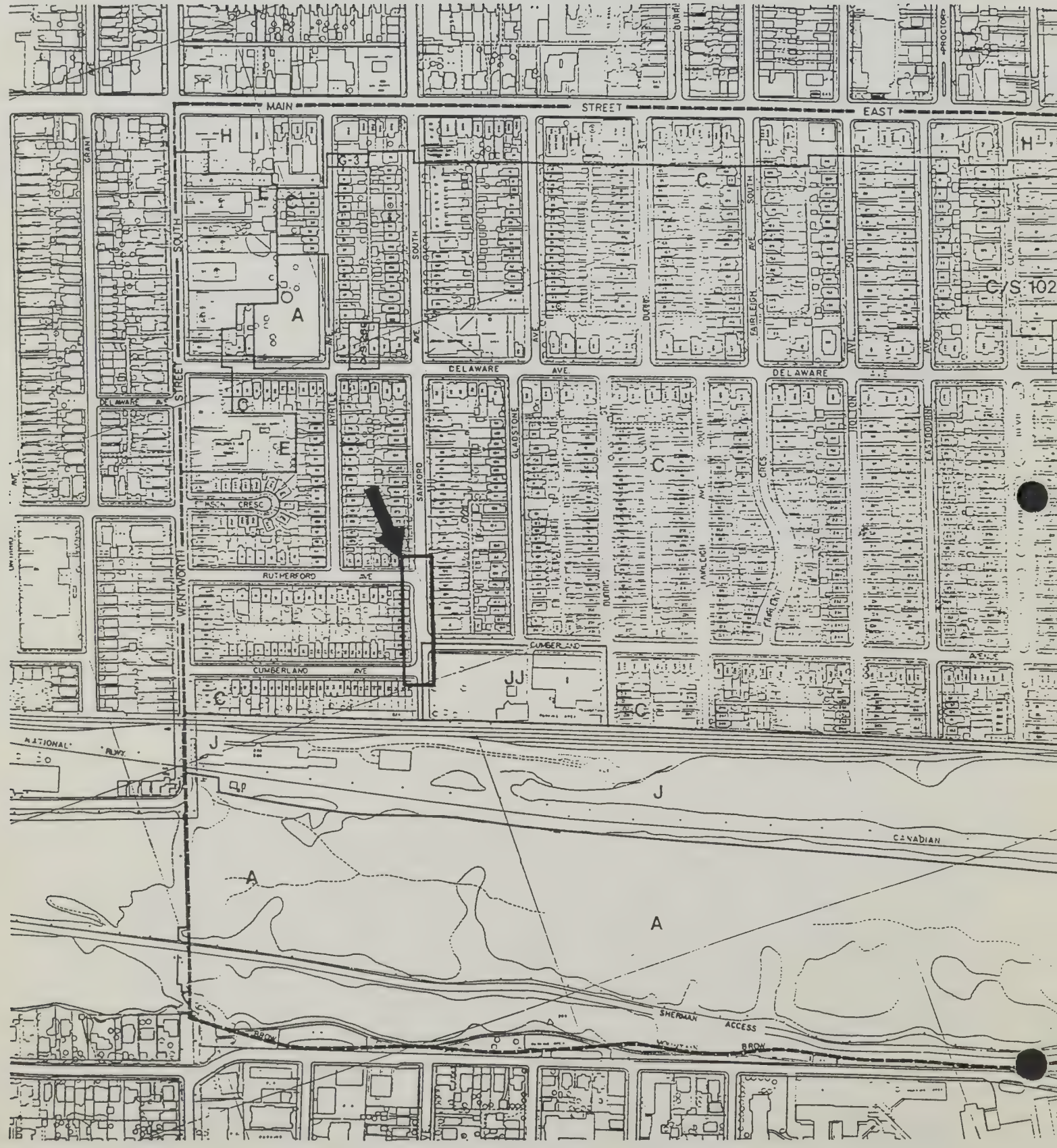
There are presently painted crosswalks across Sanford on the north side of the north leg of Cumberland and across Cumberland on the east side of the north leg of Cumberland. These crosswalks are well-located and readily visible. An investigation has revealed that there are signs to warn motorists of the playground at the south-east corner of Cumberland and Sanford and that these signs are appropriately placed and readily visible. There is an over-size (36"X 36") symbolized "Playground Sign" erected on the City fence opposite the west leg of Cumberland Avenue which adequately alerts eastbound motorists to the presence of the nearby playground and to the presence of children in the area. Also, parking is prohibited on the east side of Sanford across the frontage of the playground such that there is good visibility for pedestrians entering and exiting the playground at the gate.

The only apparent vehicle/pedestrian conflict which might be addressed would be the conflict between eastbound motorists on the west leg of

Cumberland making the "jog" movement across Sanford to the east leg of Cumberland who encounter pedestrians crossing Sanford between the east and west legs of Cumberland. There are no painted crosswalks to encourage pedestrians to cross at this location, and previous studies have indicated that the pedestrian volumes crossing at this location are very light. There have been no reported pedestrian collisions at this intersection in at least the last 7 1/2 years. However, to eliminate this conflict with eastbound traffic, it would be appropriate to prohibit pedestrian crossings across Sanford between the east and west legs of Cumberland by enacting a by-law and erecting signs to prohibit this movement, and also to paint crosswalks across the south and west approaches in order to encourage pedestrians to cross at these points.

(d) Review all traffic measures in place to ensure the safety of pedestrians and motorists.

The Traffic Department has concluded that there are no apparent safety problems which would warrant any changes to the operation of the Cumberland, Sanford and Rutherford intersection at this time, but as previously noted, it would be an appropriate safety measure to prohibit pedestrian crossings across Sanford between the east and west legs of Cumberland and to paint crosswalks across the south and west approaches to the intersection. In the past, consideration has been given to reconstructing the roadway to eliminate the "jog" movement between the east and west legs of Cumberland at Sanford. However, since the intersection has been operating extremely safely for several years, it is apparent that public funds could be better utilized at other locations where documented safety problems exist.


MAIN STREET EAST
C/S 102
DELAWARE AVE.
DELAWARE
CUMBERLAND AVE
RUTHERFORD AVE
CUMBERLAND
WENTWORTH STREET SOUTH
SANFORD AVE
GLADSTONE AVE
DURAND
EASTWOOD
FAIRLEIGH AVE
MYRTLE
CRESC
CRES
NATIONAL
PKWY
CANADIAN
SHERMAN ACCESS
BROW
A
C
H
J
JJ
E

FOR ACTION

5(d)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 5
COMM FILE: 3-9.7
DEPT FILE: TEC-320-89

SUBJECT: South side of Karen Crescent, east of San Antonio Drive - Request for a School Bus Loading Zone

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Karen Crescent commencing at a point 116 feet east of San Antonio Drive and extending to a point 40 feet easterly therefrom; and

b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at a point 256 feet east of San Antonio Drive and extending to a point 200 feet easterly be extended 40 feet westerly such that the regulation commences at a point 216 feet east of San Antonio Drive and extends to a point 240 feet easterly therefrom; and

c) That, in accordance with a general by-law provision, the Traffic Department implement a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at San Antonio Drive and extending to a point 186 feet easterly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

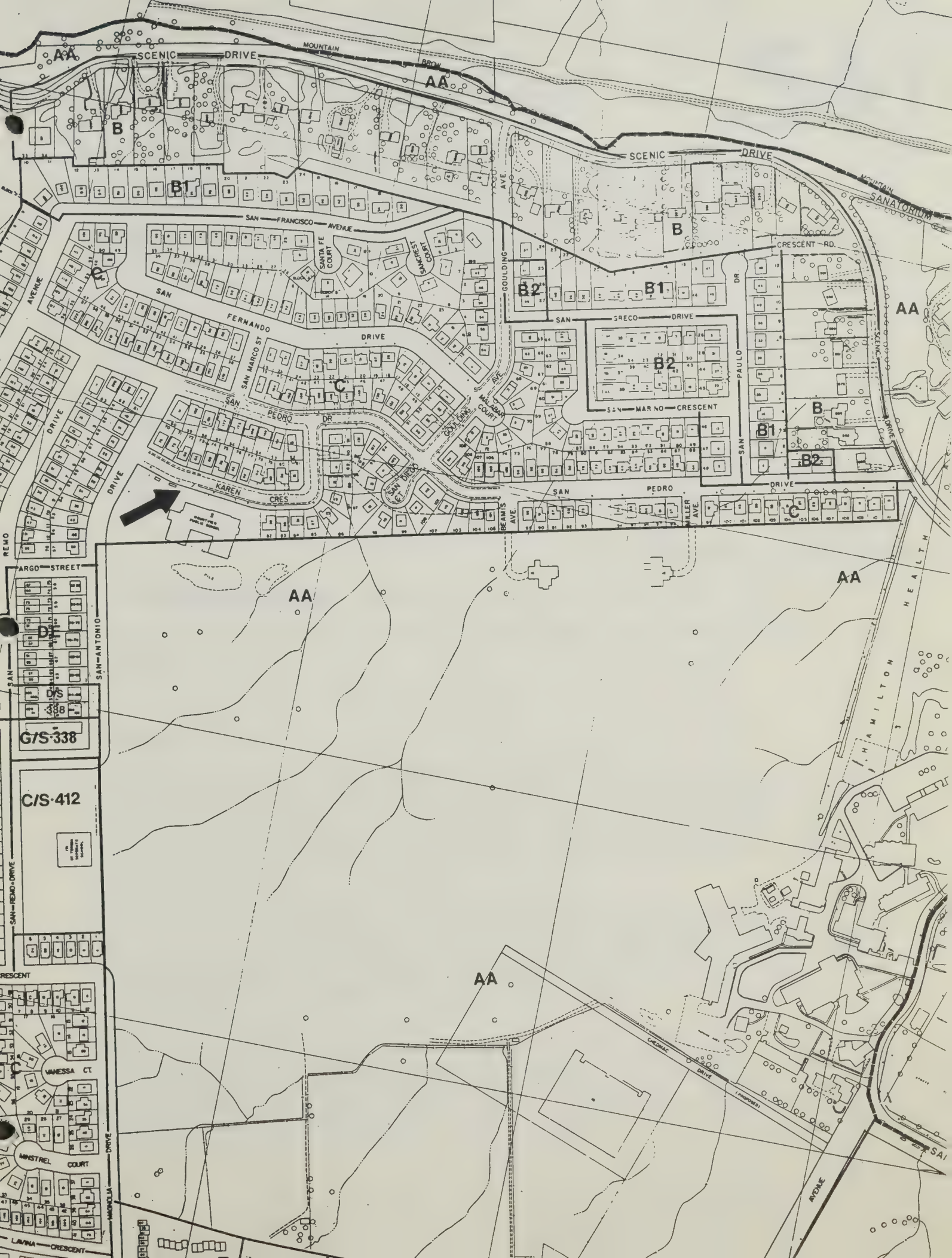
The Traffic Department has received a request from the Board of Education for the City of Hamilton that the existing school bus loading zone on the south side of Karen, east of San Antonio, be extended and an additional school bus loading zone be implemented to accommodate one additional school bus.

Presently, there is unrestricted free parking on the north and south sides of Karen, except for the existing 200 foot school bus loading zone.

The principal of Mountville Elementary School has advised that the existing loading area is not sufficient to accommodate the number of buses that transport children to and from the school. Although the school buses are permitted to stop to load and unload in the area adjacent to the school, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place on Karen, the Traffic Department concurs with the request.

The implementation and extension of these loading zones will result in a loss of four legal on-street parking spaces. However, since parking is unrestricted on the north side of Karen in this area, and since all residents have available off-street parking, the Traffic Department would not anticipate any parking difficulties for other area residents.

Also, it was found that the south side of Karen, immediately east of San Antonio across a portion of the school frontage, is not signed "No Parking, 7:00 a.m. to 6:00 p.m. Monday to Saturday". The Traffic By-law provides for the erection of these signs adjacent to unfenced schools and playgrounds as a safety measure. Therefore, it would be appropriate to erect these signs at this location. Again, no parking problems should result since all residents have off-street parking and parking would still be allowed on the north side of the street.


SCENIC DRIVE
MOUNTAIN BROW
SCENIC DRIVE
MOUNTAIN SANATORIUM
SAN FRANCISCO AVENUE
SANTA FE COURT
SAN REST COURT
GOULDING AVE.
CRESCENT RD.
SAN GRECO DRIVE
SAN MARINO CRESCENT
SAN PAULO DR.
SAN FERNANDO DRIVE
SAN MARCO ST
SAN PEDRO DR
MALABAR COURT
SAN DIEGO CT.
KAREN CRES
BEAMIS AVE
MILLER AVE
SAN PEDRO DRIVE
ARGO STREET
SAN REMO DRIVE
SAN ANTONIO
HAMILTON HEALTH
CARDIAC DRIVE (PROPOSED)
VANESSA CT.
MINSTREL COURT
MAGNOLIA DRIVE
LAVINA CRESCENT
AA
B
B1
B2
C
D/S
G/S-338
C/S-412

FOR ACTION

5(E)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 5
COMM FILE: 3-10.9
DEPT FILE: TEC-30-90

SUBJECT: Apartment buildings at No. 227 - 231 MacNab Street South - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment buildings at No. 227 - 231 MacNab Street South.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There is a potential for $10.00 in revenue each month from the sale of the parking permits.

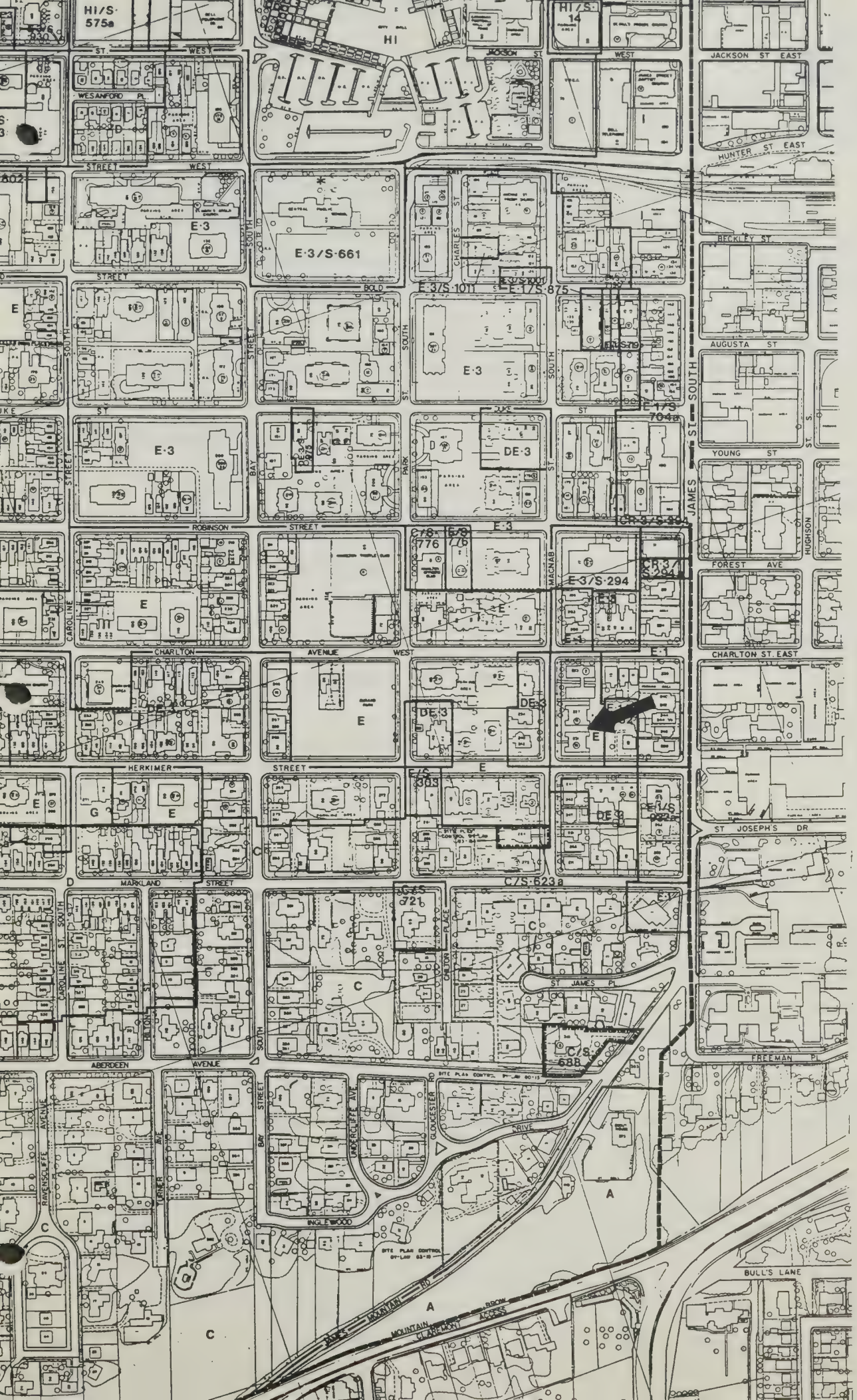
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment buildings at No. 227 - 231 MacNab Street South, that time limit exception permits be issued to residents of these buildings. The apartment buildings are located on the east side of MacNab between Charlton and Herkimer, and the applicant has indicated that she wishes to park her vehicle beyond the parking time limits on streets in the vicinity of these buildings.

Investigations reveal that there are 30 dwelling units in the subject buildings, and that there are 19 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that the street is generally heavily parked during the day. However, it appears that the parking is non-residential, short-term parking since there has been little demand for time limit exemption permits by area residents. Thus, the issuance of time limit exemption permits to residents of these buildings should not create any parking problems for other area residents.

The zoning By-law requires that a minimum of 24 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current zoning By-law requirements. Therefore, the Traffic Department recommends the issuance of a maximum of five parking permits to residents of these buildings at the rate of one permit per dwelling unit.


JACKSON ST EAST
HUNTER ST EAST
BECKLEY ST
AUGUSTA ST
YOUNG ST
FOREST AVE
CHARLTON ST EAST
ST JOSEPH'S DR
FREEMAN PL
BULL'S LANE
JAMES ST SOUTH
HUGHSON
MACNAB
CHARLES ST
BOLD STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
INGLEWOOD
ST JAMES PL
GLOUCESTER
HERCULES AVE
MOUNTAIN DRIVE
MOUNTAIN BROW
CLAREMONT ACCESS
HWY 403
E-3
E-3/S-661
E-3/S-1011
E-3/S-875
E-3/S-294
DE-3
E-1
HI
HI/S-575a
HI/S-14
C/S-623a
C/S-688
SITE PLAN CONTROL BY-LAW 83-18

FOR ACTION

5(A)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 2
COMM FILE: 3-9.3
DEPT FILE: TEC-31-90

SUBJECT: Robert Street, east of Victoria Avenue North - Corner Clearances

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the north side of Robert Street commencing at Victoria Avenue North and extending to a point 48 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

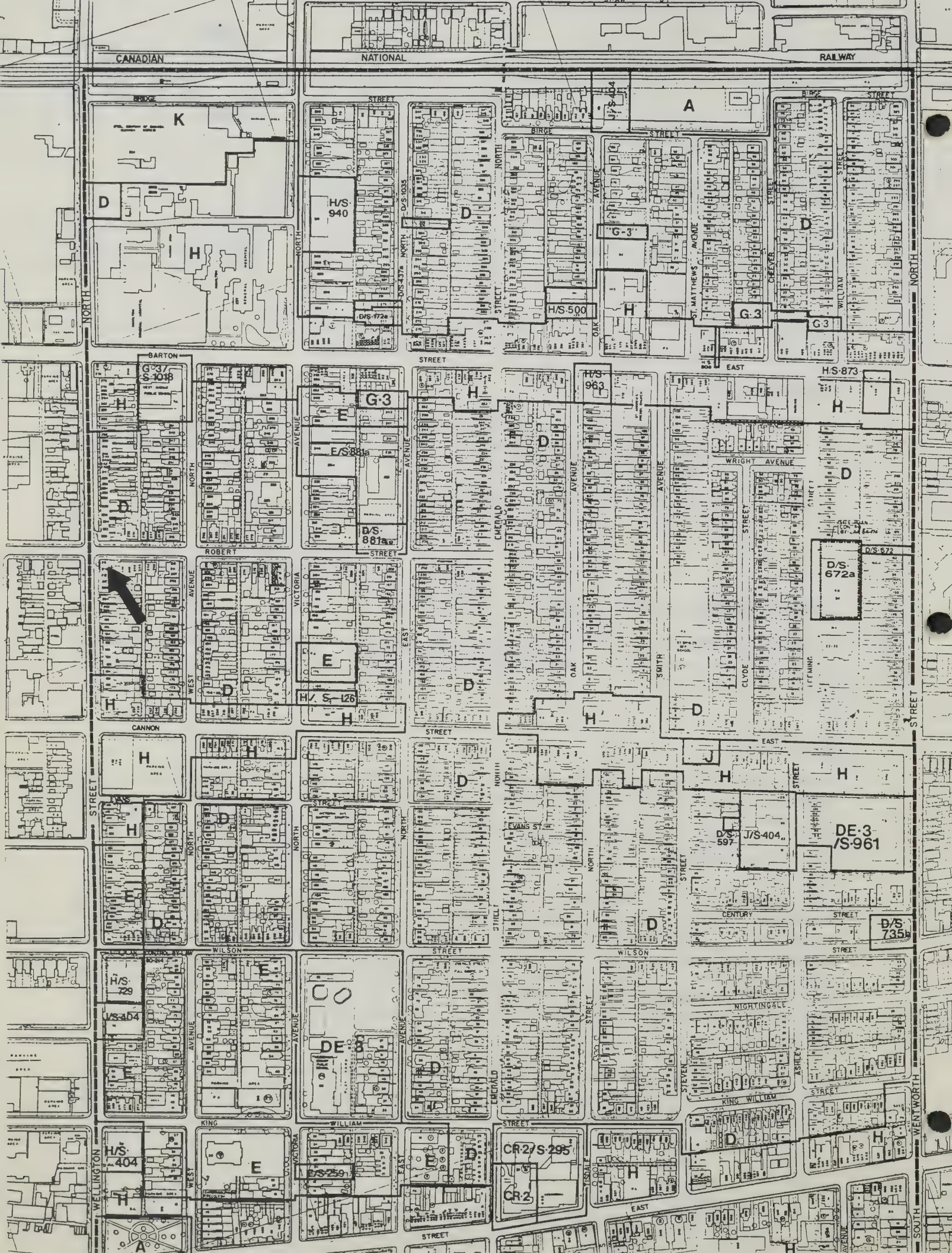
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Zarko Manajlovic, 206 Victoria Avenue, that corner clearances be implemented on north and south sides of Robert, east of Victoria, in order to facilitate the turning movement for trucks turning right onto Robert from Victoria. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

An investigation by staff has confirmed that parked vehicles on Robert, east of Victoria, restrict turning movements for northbound truck traffic turning right onto Robert. Therefore, the Traffic Department concurs with the request and recommends that a 48 foot corner clearance be implemented on the north side of Robert, east of Victoria. Also, in accordance with a general By-law provision, the Traffic Department has issued a work order to erect a sign on the south side of Robert to prohibit stopping within 20 feet of the painted crosswalk at Victoria.

The implementation of the proposed corner clearances will result in a loss of only one legal on-street parking space. However, since the street is not solidly parked during day or evening hours, no parking problems would be anticipated.


CANADIAN
NATIONAL
RAILWAY
BRIDGE
STREET
BARTON
ROBERT
CANNON
WILSON
KING
WILLIAM
EAST
WEST
NORTH
AVENUE
EMERALD
VICTORIA
OAK
SMITH
CLYDE
WRIGHT
EVANS
CENTURY
NIGHTINGALE
STEVEN
ASHLEY
WENTWORTH
SOUTH
ST. MATTHEWS
CHESTER
WILLIAM
TISDALE
H/S 940
H/S 500
H/S 963
H/S 873
H/S 126
H/S 729
H/S 404
D/S 1035
D/S 437a
D/S 172a
D/S 881a
D/S 672
D/S 672a
D/S 597
D/S 735b
E/S 881a
E/S 259
J/S 404
DE-3 /S-961
DE-3
CR-2/S-295
CR-2
G-37 S-103a
G-3
K
D
H
E
J
A

5(g)

FOR ACTION

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Comm

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 26
COMM FILE:
DEPT FILE: TEC-36-90

SUBJECT:

North side of Rebecca Street, west of Catharine Street - Extension of Taxi Stand.

RECOMMENDATIONS:

(a) That the existing taxi stand on the north side of Rebecca Street commencing at a point 163 feet west of Catharine Street and extending to a point 42 feet westerly therefrom be extended, such that the regulation commences at a point 118 feet west of Catharine and extends to a point 87 feet westerly therefrom; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

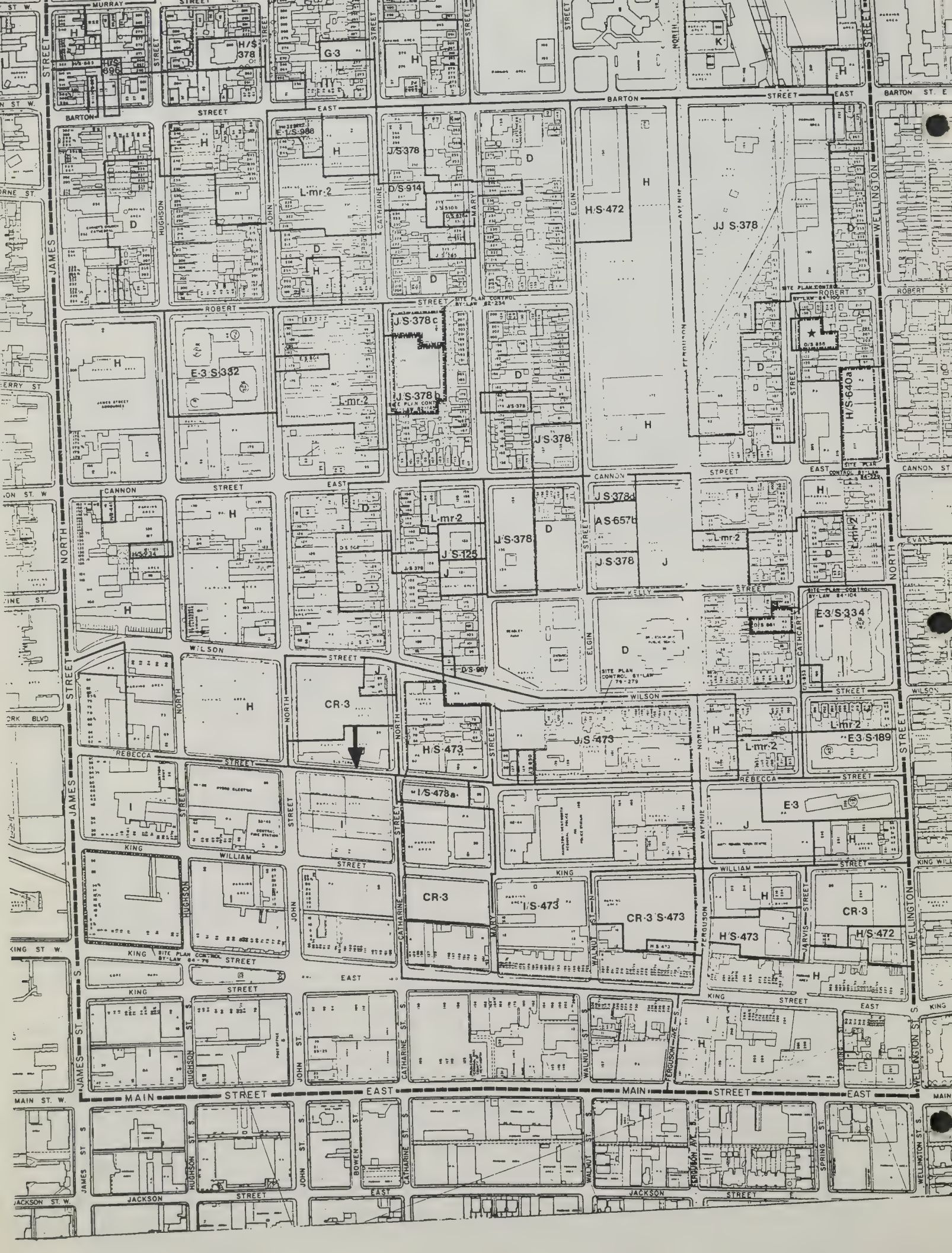
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

In report TEC-304-89, the Traffic Department reported respecting the provision of additional taxi stands in the Central Business District. One of the additional taxi stands, which was approved by the City Council on 1989 December 12, was on the north side of Rebecca at the Bus Terminal in front of the doorway to the bus passenger loading area where space has been provided for two taxis to sit and solicit business. However, Alderman Don Drury, Chairman of the Taxi Licencing Committee, has requested that this area be expanded to accommodate an additional two taxis.

There are presently six off-street parking spaces on the north side of the bus terminal which are reserved exclusively for taxis, in addition to the two spaces on the north side of Rebecca Street. Thus, there are a total of eight spaces designated for taxis on and off street at the bus terminal, and this would appear to be a sufficient number of spaces. The loss of additional metered parking spaces might result in complaints related to a lack of convenient on-street parking for private vehicles. However, since Alderman Drury is acting in his capacity of Chairman of the Taxi Licencing Committee in making this recommendation, the Traffic Department supports the objectives of that Committee.


JAMES STREET NORTH
JAMES STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
MARY STREET
ELGIN STREET
FERGUSON AVENUE
WELLINGTON STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
KELLY STREET
REBECCA STREET
KING STREET
WILLIAM STREET
MAIN STREET EAST
JACKSON STREET
H/S-378
G-3
H
D
L-mr-2
D/S-914
J/S-378
H/S-472
JJ S-378
J/S-378c
J/S-378b
E-3 S-332
H/S-640a
J/S-378d
AS-657b
J/S-125
J
E-3/S-334
CR-3
H/S-473
J/S-473
E-3/S-189
E-3
I/S-478a
I/S-473
CR-3 S-473
H/S-472
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-100
SITE PLAN CONTROL BY-LAW 84-104
SITE PLAN CONTROL BY-LAW 79-279

5(h)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 26
COMM FILE: 3-9.1
DEPT FILE: TEC-49-90

SUBJECT: On-street Parking Meters - Rate Revision

RECOMMENDATION:

a) That parking meters on City of Hamilton streets which presently have rates of 50 cents per hour or 60 cents per hour be changed to $1.00 per hour; and

b) That parking meters on City of Hamilton streets that presently have rates of 25 cents per hour be changed to 50 cents per hour; and

c) That the Regional Municipality of Hamilton-Wentworth be requested to make the same changes to parking meter rates on Regional roads within Hamilton.

d) That the City Traffic By-law 89-72 be amended accordingly; and

e) That the Traffic Department be authorized to hire one or two contract employees to assist in the conversion of the parking meters to the new rates, to a maximum salary expenditure of $20,000, with this additional salary expenditure to be recovered from the Reserve for Off-Street Parking.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

a) The revision of rates as recommended, if applied to all parking meters within the City of Hamilton (including those on both City streets and Regional roads) would result in an increase in revenue to the Reserve for Off-Street Parking of over $500,000 annually for 1991 and subsequent years.

b) The cost of converting the parking meter rates will be approximately $100,000 including only parts and contracted labour. The cost will be financed from the Reserve for Off-Street Parking. The cost does not include labour by employees already on the staff of the City of Hamilton.

c) The net revenues for 1990 are dependent on initiating the conversion project as soon as possible. Taking into account the cost of conversion and of contracted labour, the net revenue to be realized by the Reserve for Off-Street Parking in 1990 is estimated at between $75,000 and $100,000. The

final revenues will depend on the exact cost of replacement parts and the speed with which the supplier can provide those parts. The exact costs are dependent on the rate structure and type of coinage chosen. These factors also affect the speed with which the supplier can provide replacement parts for the upgrades.

BACKGROUND:

At the Transport and Environment Committee meeting of 1990 February 19, the Traffic Department was directed to forward a report to the next meeting of the Committee with recommendations concerning raising the rates charged for on-street parking at metered spaces.

The present rates are 50 cents per hour in the downtown core and 25 cents per hour in other areas. Meter durations in use include maximum limits of 15 minutes, 30 minutes, 1 hour, 2 hours and 3 hours, with 1 hour being most common.
The total number of on-street parking meters affected by the rate change is approximately 1935.

A. REASONS FOR RECOMMENDING INCREASED PARKING METER RATES

A.1. Inflation

The last time the parking meter rates were revised was 1980. Inflation since that time has increased the consumer price index by approximately 75%. If parking meter rates had kept up with inflation, the present charges would be approximately 87 cents in the downtown core and 44 cents in outlying districts. However, since rate changes are only done at intervals of several years due to the cost of conversion, the new rates should recognize this fact.

A.2. Comparison With Rates In Off-Street Lots

On-street parking is often more valuable than off-street parking. Generally speaking, the on-street locations provide a shorter walk to the motorist's intended destination than a space in an off-street lot. Therefore prices for on-street parking should be at least equal to that of off-street parking, and perhaps, higher.

The minimum rate charged in any Hamilton Parking Authority lot at present is 50 cents per hour. In the downtown core there are six Parking Authority lots with rates in excess of $1.00 per hour. The Manager of the Parking Authority has also indicated that consideration is being given to raising these rates.

A.3. Comparison With Other Jurisdictions

While the most important comparison of parking meter rates is with rates in off-street lots, a survey was performed of major Canadian cities to ensure that the proposed rates are comparable. Cities with maximum

rates of $1.00 per hour or over include Vancouver ($1.50), Toronto, Edmonton, and Ottawa, with Calgary at 75 cents and undergoing a rate review at present. Cities and towns with minimum rates of 75 cents per hour or over include Regina, Calgary, Kitchener, Guelph, Winnipeg and Brampton. Cities with minimum rates of 50 cents per hour include Windsor, St. Catharines, Halifax, Mississauga, Burlington, Vancouver and Thunder Bay.

B. DETAILS OF RECOMMENDATION

B.1. Rates

In view of the factors in section A, it is recommended that parking meters with present rates of 50 cents or 60 cents per hour, which are all located in the Central Business District, be raised to $1.00 per hour, and that the remaining parking meters with existing rates of 25 cents per hour be raised to 50 cents per hour.

It is suggested that the dual rate structure is appropriate as it a) conforms to the rate structure of off-street parking lots and b) reflects the locations of higher demand and need for parking.

B.2. Coin Denominations

The recommended rate structure greatly simplifies the conversion process and will provide a more convenient coin selection for the public.
It is recommended that, with one exception noted following, all parking meters be revised to accept 25 cent and $1.00 coins only. The one exception is for parking meters of one hour duration maximum in areas where the rate will be 50 cents per hour. For this situation, the existing combination of 5 cent, 10 cent and 25 cent coins will be revised to a single 25 cent slot. If a $1.00 coin slot were placed in these meters, a person putting in $1.00 would receive a maximum of only 50 cents of time on the parking meter. By eliminating 5 and 10 cent coins, the collection and sorting process is simplified, and motorists will not be confused as to which denomination of coins the meters will take.

B.3. Implications of the Time to Convert on Cash Flow

In order to assure a positive net revenue from the conversion for the 1990 fiscal year, it is necessary to start the project as soon as possible. The supplier of conversion parts has indicated a substantial lead time from the point of ordering the necessary conversion parts until delivery. Therefore, upon receiving Council approval for this project, preparations for the conversion will commence immediately. To expedite the implementation, it is recommended that, if available, two contract employees be hired. These would be persons with expertise in our particular type of parking meters. The cost of hiring these individuals would be more than returned in the higher meter revenues realized by earlier implementation.

B.4. Alternatives to the Existing Type of Parking Meter

Part of the direction from the Transport and Environment Committee meeting of 1990 February 19 was to provide the committee with information regarding alternate types of parking meters. The intent was to be able to be able to change the parking meter rates more easily and hence to do rate increases in smaller increments on a regular basis.

Recently, electronic parking meters have reached the marketplace. The electronic parking meter does have the capability of the small incremental rate changes. These rate changes are easily made through simple alterations without additional parts.

The City of Hamilton Traffic Department, in conjunction with the Hamilton Parking Authority, tested one type of electronic parking meter recently. The finding was that, while the meter worked satisfactorily, there were several drawbacks.

The liquid crystal display, necessary for low battery consumption, was not legible at night time in locations with poor lighting.

A recent questionnaire of jurisdictions across the country found only one jurisdiction which had implemented the use of electronic parking meters other than as a test. There appears to be concern among all operating agencies as to the battery life of these meters and as to the long term durability.

Cost is a major issue. A simple rate change (without changing to the $1.00 coin) can be made to a mechanical meter with approximately $25 worth of parts. The change to the $1.00 coin and altering the rates can be accomplished with approximately $70 worth of parts. An electronic replacement for the present mechanical parking meters are presently priced at between $150 and $350 depending on capabilities and other features.

At this point in time, the recommendation is to retain the traditional mechanical types of parking meters which have proven durability and to continue investigation into the solid state parking meters. At the point in the future when another rate change would be required, the electronic parking meter might well have proven to be a viable replacement worth considering.

B.5 Parking Meters on Regional Roads

For uniformity, the change in rates must occur at all meters in the City at the same time. To achieve this, the change must be approved by Regional Council respecting meters on Regional roads. It is therefore suggested that a recommendation be forwarded from the City to Regional Council (through the Engineering Services Committee), requesting that parking meter rates be revised for meters on Regional roads to the same rates as recommended above.

B.6. Parking Authority Comment

The Manager of the Hamilton Parking Authority was contacted for comments as to the proposed rate and coin denomination structure. He indicated full agreement with the proposal.

6(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 2
COMM FILE: 3-9.2
DEPT FILE: TEC-33-90

SUBJECT: Monterey Avenue between Park Row South and Province Street south -- parking regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the south side of Monterey Avenue between Park Row South and Province Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

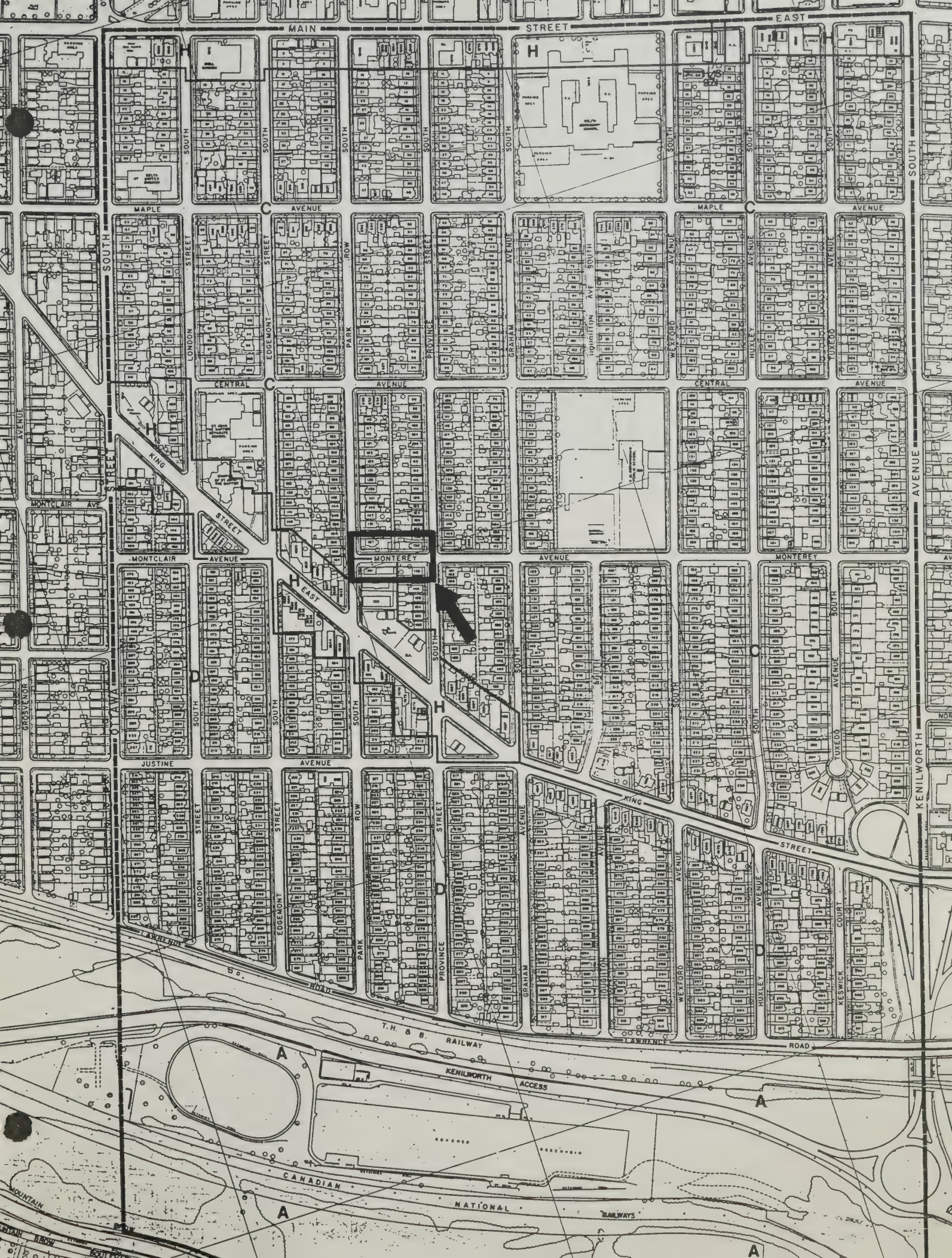
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of all four of the one, two and three family dwellings on Monterey Avenue in the block between Park Row South and Province Street South, requesting that a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on their street. All four residents who signed the petition have indicated their support for the proposed regulation. Presently, there is unrestricted free parking on the south side of Monterey Avenue in this block.

The implementation of the requested regulation would eliminate long-term non-resident parking. Area residents of one, two and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 100 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.


MAIN STREET
EAST
SOUTH
MAPLE AVENUE
CENTRAL AVENUE
MONTCLAIR AVENUE
MONTEREY AVENUE
JUSTINE AVENUE
LAWRENCE ROAD
KING STREET
KENILWORTH AVENUE
OTTAWA STREET
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
GROSVENOR AVENUE
T. H. & B. RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW
H
C
D
A

6(b)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 08
COMM FILE: 3-9.2
DEPT FILE: TEC-40-89

SUBJECT: Dalewood Crescent between Sterling Street and Paisley Avenue North - parking regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented in conjunction with the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on Dalewood Crescent between Sterling Street and Paisley Avenue North such that parking is prohibited;

- On the west side of the street during the months of December, January, February and March and from the first to the 15th of April, May, June, July, August, September, October and November; and

- On the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1990 Traffic Department Operating budget estimates for manufacturing, erecting and maintaining the required signs.

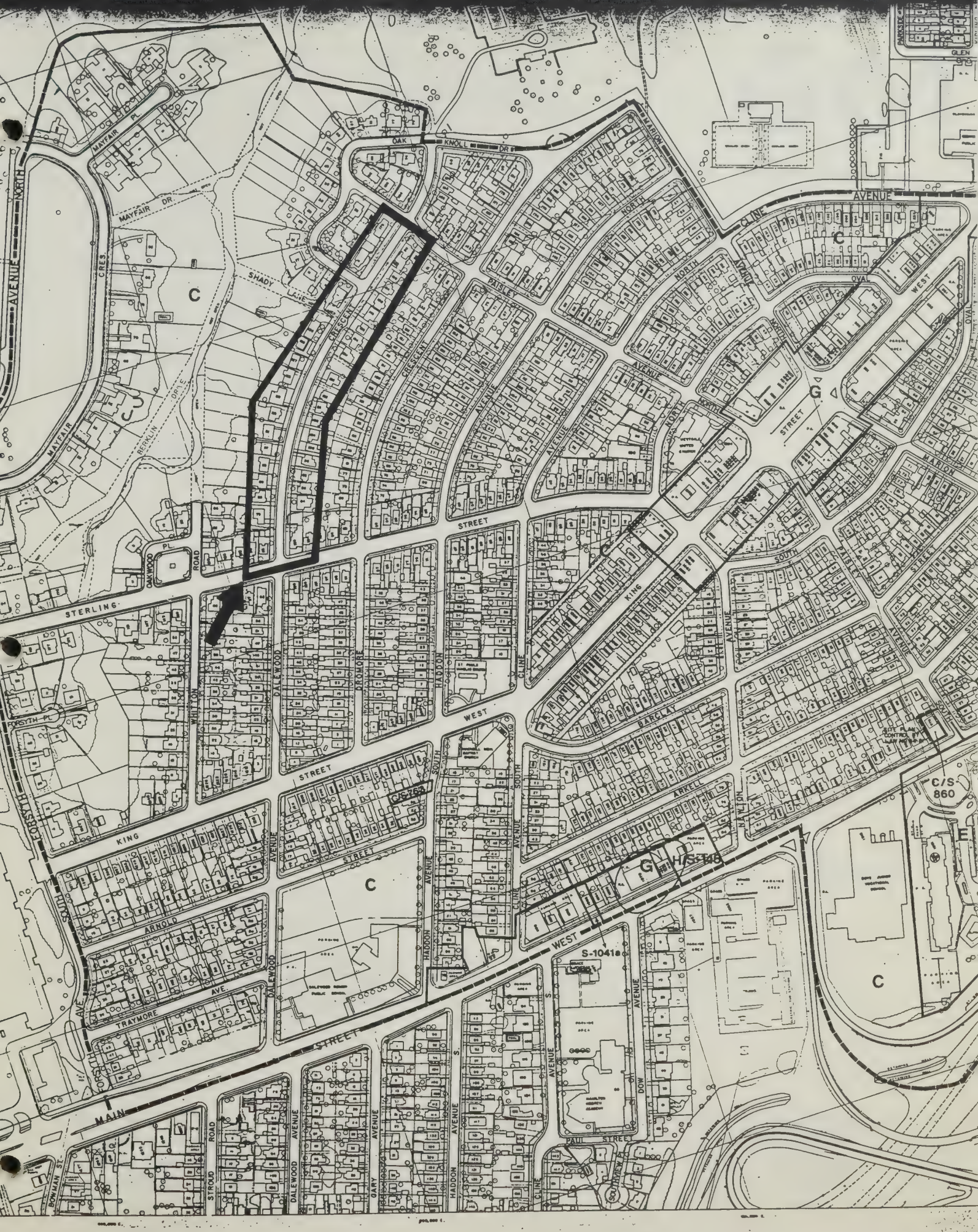
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 22 of 35 residential properties abutting Dalewood Crescent in the blocks between Sterling Street and Paisley Avenue North, requesting that an "Alternate Side

Parking" regulation be implemented in conjunction with the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the street. All 22 residents are in favour of the proposed regulation. The Traffic Department has been able to contact six residents who did not sign the petition. Five are in favour and the other is opposed to the proposed regulation.

Dalewood Crescent has a 24 foot pavement width in this area, and presently, parking is permitted on both sides of the street in this block. The Traffic Department supports the principal of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since 74 percent of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with this request.

All of the residential properties on the street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, to improve visibility at the intersection of Oak Knoll Drive and Dalewood Crescent it would be appropriate to prohibit parking on the west side of the street during the winter months.


MAYFAIR PL.
MAYFAIR DR.
OAK KNOLL DR.
MARION AVENUE NORTH
CLINE AVENUE
MAYFAIR AVENUE NORTH
CRES.
SHADY LANE
PAISLEY AVENUE
CRESCENT
OVAL WEST
OVAL NORTH
STREET
MARION AVENUE SOUTH
PAISLEY AVENUE
KING AVENUE
BARCLAY
ARKELL
DALTON
STERLING
OAKWOOD ROAD
PL.
DROMORE
DALEWOOD
WHITTON
FORSYTH PL.
SOUTH
WEST
C/S 162
C/S 860
H/S-148
S-1041a
ARNOLD AVE.
TRAYMORE AVE.
MAIN STREET
BOWMAN ST.
STROUD ROAD
GARY AVENUE
PAUL STREET
DOW
SOUTHAM
SITE PLAN CONTROL BY-LAW AREA
C
G
E

FOR ACTION

6(c)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 08
COMM FILE: 3-9.2
DEPT FILE: TEC-41-90

SUBJECT: East side of Grant Avenue between Stinson Street and Alanson Street - parking regulations.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Grant Avenue between Stinson Street and Alanson Street; and

b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible residents residing in numbers 173, 187 and 193 Grant Avenue and two parking permits to the eligible applicant residing in 183 Grant; and

c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block on a first come first served basis, provided that the maximum number of nine permits is not exceeded; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1990 Traffic Department Operating budget estimates for manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for each parking permit will off-set the cost to some degree.

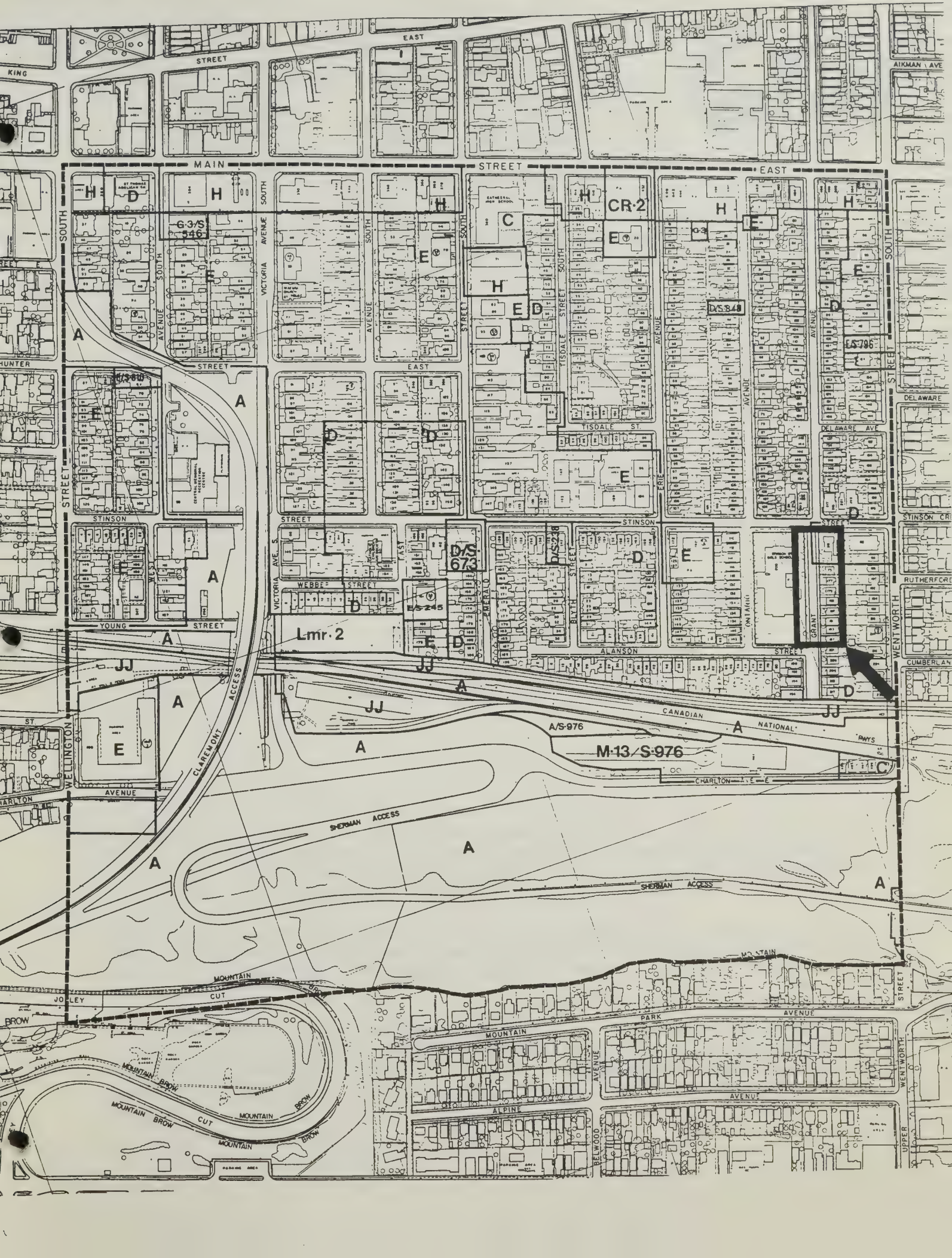
BACKGROUND:

The Traffic Department has received a petition signed by representatives of six of the eight one, two and three family dwellings abutting Grant Avenue between Stinson Street and Alanson Street requesting that a "Permit Parking" regulation be implemented on the east side of this section of the street. All six residents

are in favour of the proposed regulation. The Traffic Department has contacted the two residents who did not sign the petition, and they have indicated that they both oppose the proposed regulation. Presently, there is unrestricted free parking on the east side and a "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street in this area.

A total of five permits would be required by abutting residents. An investigation has revealed that there is a total of nine legal on-street parking spaces on the east side of the street in this area. Therefore, since 75 percent of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.

All of the abutting residents have off-street parking and unrestricted free parking would remain on the west side of the street after 6:00 p.m. and on all day on Sundays for those residents who may not wish to purchase parking permits.


MAIN STREET EAST
KING STREET EAST
AIKMAN AVE
SOUTH VICTORIA AVENUE SOUTH
HUNTER STREET
STINSON STREET
YOUNG STREET
WEBBER STREET
TISDALE STREET SOUTH
ERIE AVENUE
TISDALE ST.
DELAWARE AVE
DELAWARE STREET
STINSON
ALANSON STREET
WENTWORTH STREET
CUMBERLAND
RUTHERFORD
GRANT AVENUE
EMERALD SIXTH STREET
ONTARIO
CLAREMONT ACCESS
WELLINGTON AVENUE
CHARLTON AVENUE
CANADIAN NATIONAL RWYS
SHERMAN ACCESS
MOUNTAIN BROW CUT
MOUNTAIN PARK AVENUE
ALPINE AVENUE
BELWOOD AVENUE
UPPER WENTWORTH STREET
CR-2
D/S 673
D/S 238
D/S 848
D/S 796
E/S 245
A/S-976
M-13/S-976
Lmr-2
G-3/S-546

6(d)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 15
COMM FILE: 3-9.2
DEPT FILE: TEC-45-90

SUBJECT: East Side of Beland Court - Parking Regulations

RECOMMENDATION:

a) That parking be prohibited on the east side of Beland Court from Lucerne Avenue to a point 154 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

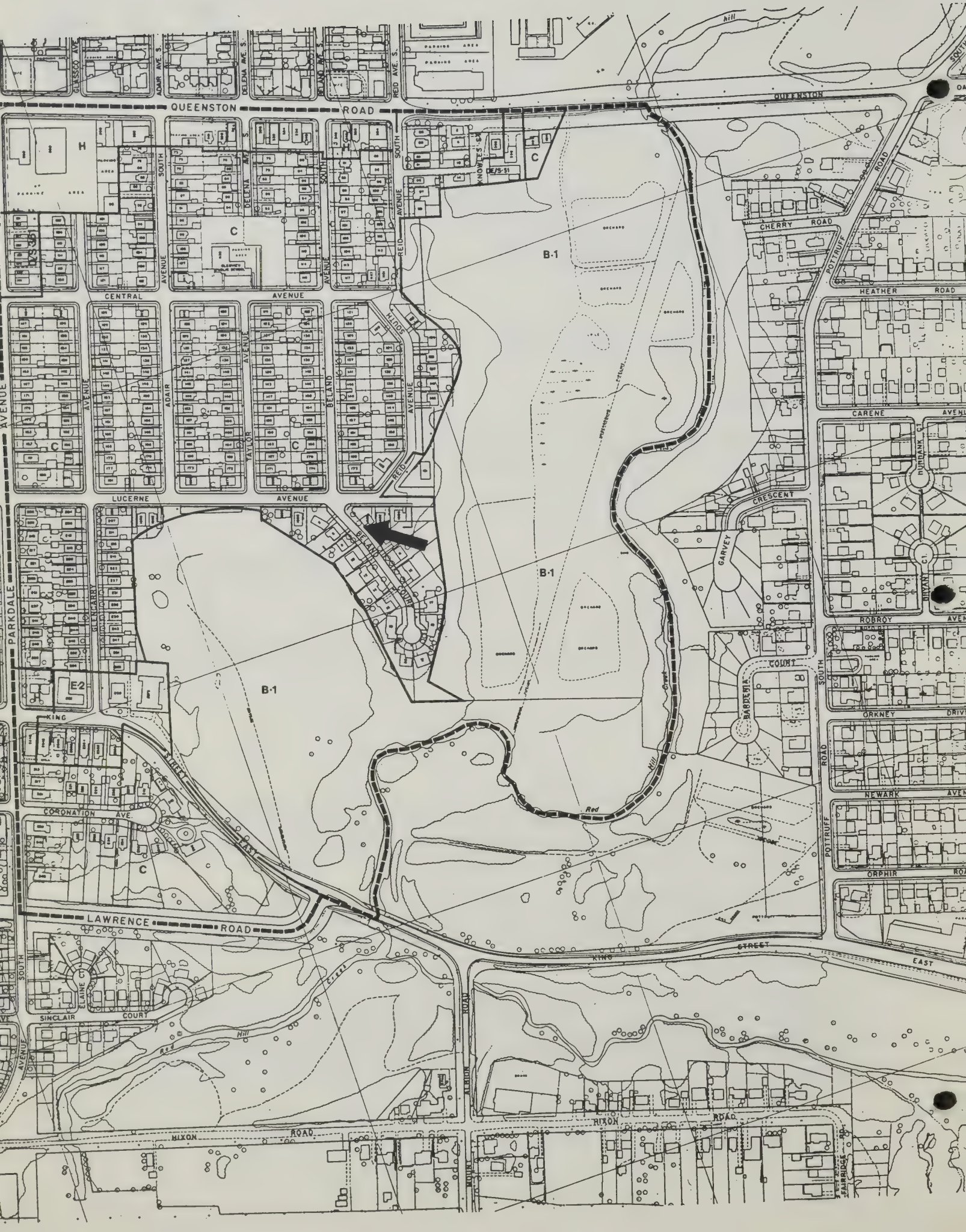
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. E. Savelli, 1598 Lucerne Avenue, that parking be prohibited on the east side of Beland Court adjacent to her property. Presently, parking is prohibited on the west side and unrestricted on the east side of the street in this area.

Mrs. Savelli has expressed concern that, because there are no sidewalks on Beland Court, parked vehicles adjacent to her property obstruct access to her front and rear walkways and create a dangerous situation when her grandchildren play on her property.

The implementation of the proposed regulation will result in a loss of four legal on-street parking spaces. However, all of the residents in this area have available off-street parking and the proposed parking prohibition will abut Mrs. Savellis' property only. Therefore, the Traffic Department concurs with the request.


QUEENSTON ROAD
B-1
B-1
B-1
C
C
C
C
C
H
E2
CENTRAL AVENUE
LUCERNE AVENUE
PARKDALE AVENUE
KING STREET EAST
LAWRENCE ROAD
NIXON ROAD
CHERRY ROAD
HEATHER ROAD
CARENE AVENUE
CRESCENT
ROBROY AVENUE
ORKNEY DRIVE
NEWARK AVENUE
ORPHIR ROAD
POTTRUFF ROAD
GARVEY
BARBERIA COURT
CORONATION AVE.
SINCLAIR COURT
ELAINE CT.
ALBION ROAD
BELAND AVENUE
REID AVENUE
KINGS
ADAIR
TAYLOR
DELENA AVE.
ADAM AVE. S.
REID AVE. S.
GLENCAIRN
Red

FOR ACTION

6(E)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 2
COMM FILE: 3-9.2
DEPT FILE: TEC-29-90

SUBJECT: Queen Victoria Drive between Quaker Crescent and Loconder Drive - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Queen Victoria Drive between Loconder Drive and Quaker Crescent such that parking is prohibited:

- on the east side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1990 Traffic Department Operating Budget estimates for manufacturing, erecting and maintaining the required signs.

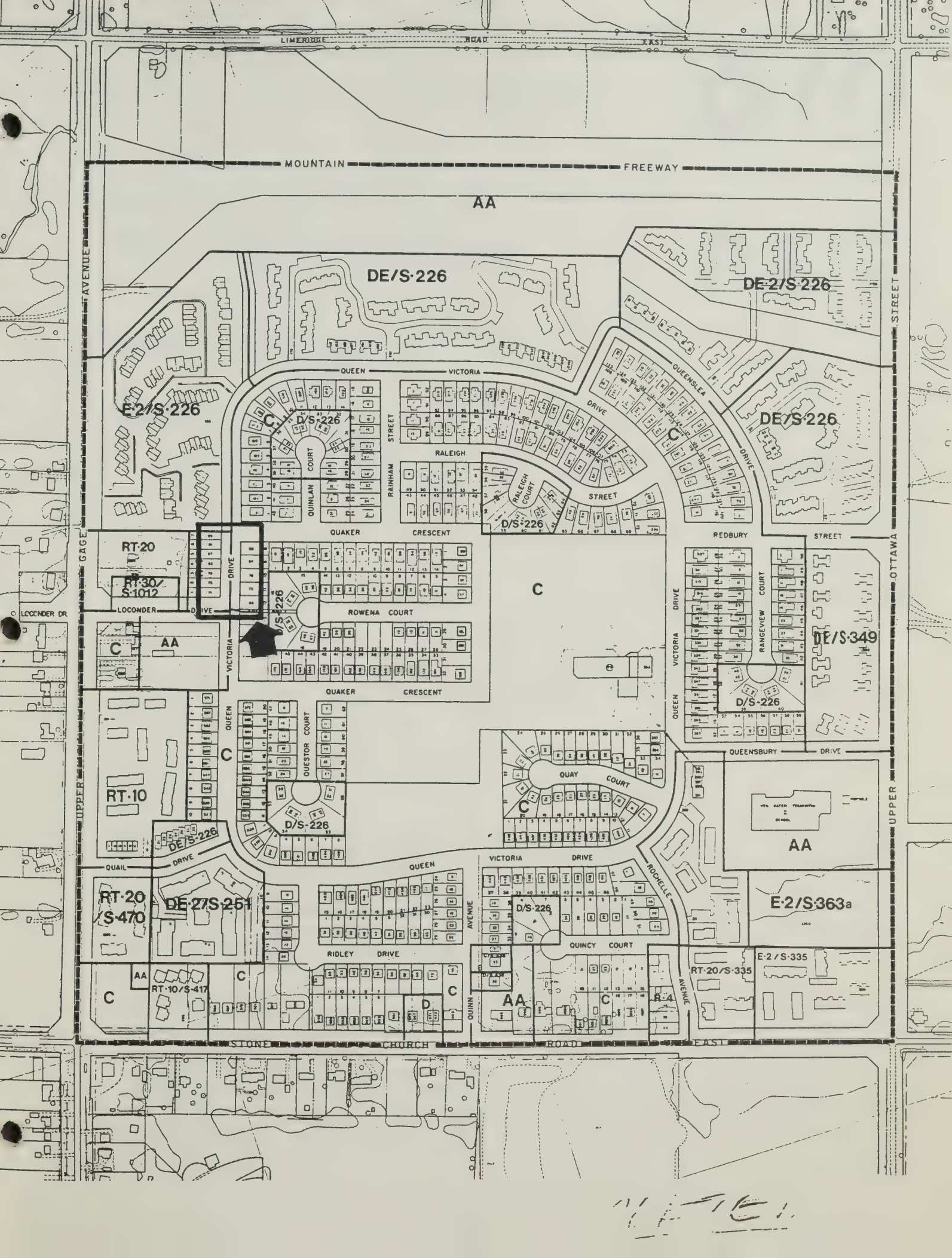
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 12 of the 14 residential properties abutting Queen Victoria Drive in the block between Loconder Drive and Quaker Crescent, requesting that an "Alternate Side Parking" regulation be implemented on the street. All 12 residents are in favour of the proposed regulation. The Traffic Department has contacted the two residents who did not sign the petition. One resident is in favour and the other is opposed to the proposed regulation.

Queen Victoria Drive has a 28 foot pavement width in this area, and presently, there is unrestricted parking on both sides of the street. The Traffic

Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, since 93 percent of the abutting residents have indicated their support of the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with this request.

All of the residential properties on the street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, to be consistent with the recently approved "Alternate Side Parking" regulation to the south, the Traffic Department recommends that the winter parking prohibition be on the east side of the street.


LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY
AA
DE/S-226
DE-2/S-226
E-2/S-226
D/S-226
QUEEN
VICTORIA
QUEENSLEA DRIVE
RALEIGH STREET
RALEIGH COURT
QUINLAN COURT
RAINHAM STREET
QUAKER CRESCENT
REDBURY STREET
RT-20
RT-30/S-1012
LOCONDER DRIVE
ROWENA COURT
C
DE/S-349
RANGEVIEW COURT
QUEENSBURY DRIVE
QUESTOR COURT
RT-10
QUAY COURT
QUAIL DRIVE
RT-20/S-470
DE-2/S-251
RIDLEY DRIVE
AVENUE
ROCHELLE
E-2/S-363a
QUINCY COURT
RT-10/S-417
RT-20/S-335
E-2/S-335
R-4
D
GAGE AVENUE
OTTAWA STREET
UPPER
STONE CHURCH ROAD EAST

FOR ACTION

6(F)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 9
COMM FILE: 3-9.2
DEPT FILE: TEC-42-90

SUBJECT: West 33rd Street between Bendamere Avenue and Elmwood Avenue - Parking Regulations

RECOMMENDATION:

a) That "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Bendamere Avenue and Elmwood Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

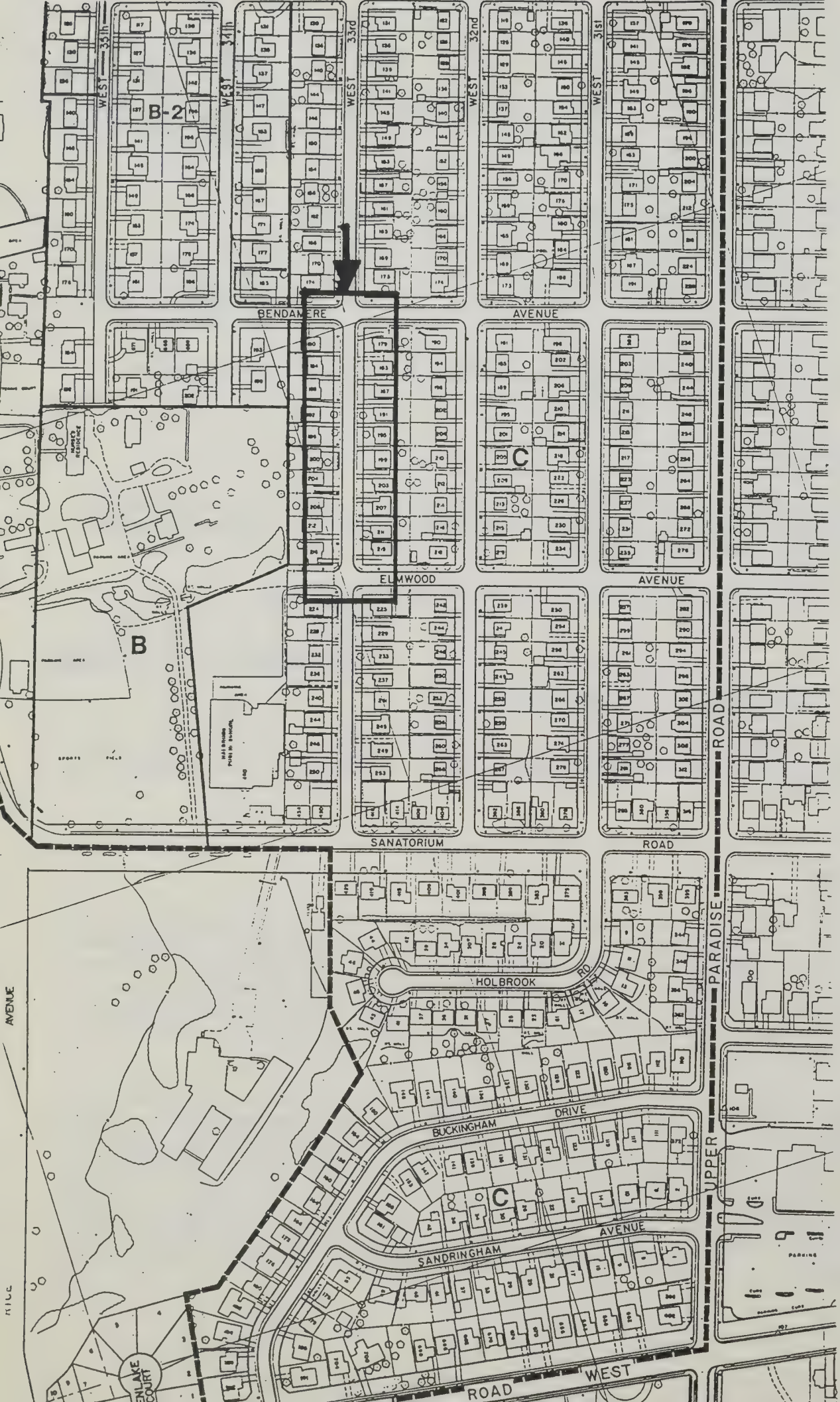
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 20 one, two and three family dwellings abutting West 33rd between Bendamere and Elmwood, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on their street. Fourteen residents are in favour of the proposed regulation and one is opposed. The Traffic Department has been able to contact two additional residents and both are in favour of the proposed regulation.

Presently, there is unrestricted free parking on both sides of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of the Chedoke Campus of Mohawk College. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $2.00 per month per vehicle to exempt their vehicles from the signed parking time limit. Therefore, since 80% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.


WEST 35th
WEST 34th
WEST 33rd
WEST 32nd
WEST 31st
B-2
BENDAMERE AVENUE
C
ELMWOOD AVENUE
B
SANATORIUM ROAD
PARADISE ROAD
HOLBROOK RD
BUCKINGHAM DRIVE
C
SANDRINGHAM AVENUE
ROAD WEST

Tabled at the request of Alderman Drury on 1989 A

FOR ACTION

6(g)

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1989 August 3
COMM FILE: TEC-181-89
DEPT FILE: 3-9.2

SUBJECT:

Gibson Avenue from Barton Street East to northerly end - Parking Regulations.

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Gibson Avenue from Barton Street East to northerly end, such that parking is prohibited:

- on the west side of this street during the months of December, January, February, and March, and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of this street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the existing "One Hour Parking Time Limit, 9:00 a.m. to 7:00 p.m., Monday to Friday" regulation on the east side and the full-time parking prohibition on the west side of Gibson, between Barton Street and the northerly end be removed; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are available in the 1989 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

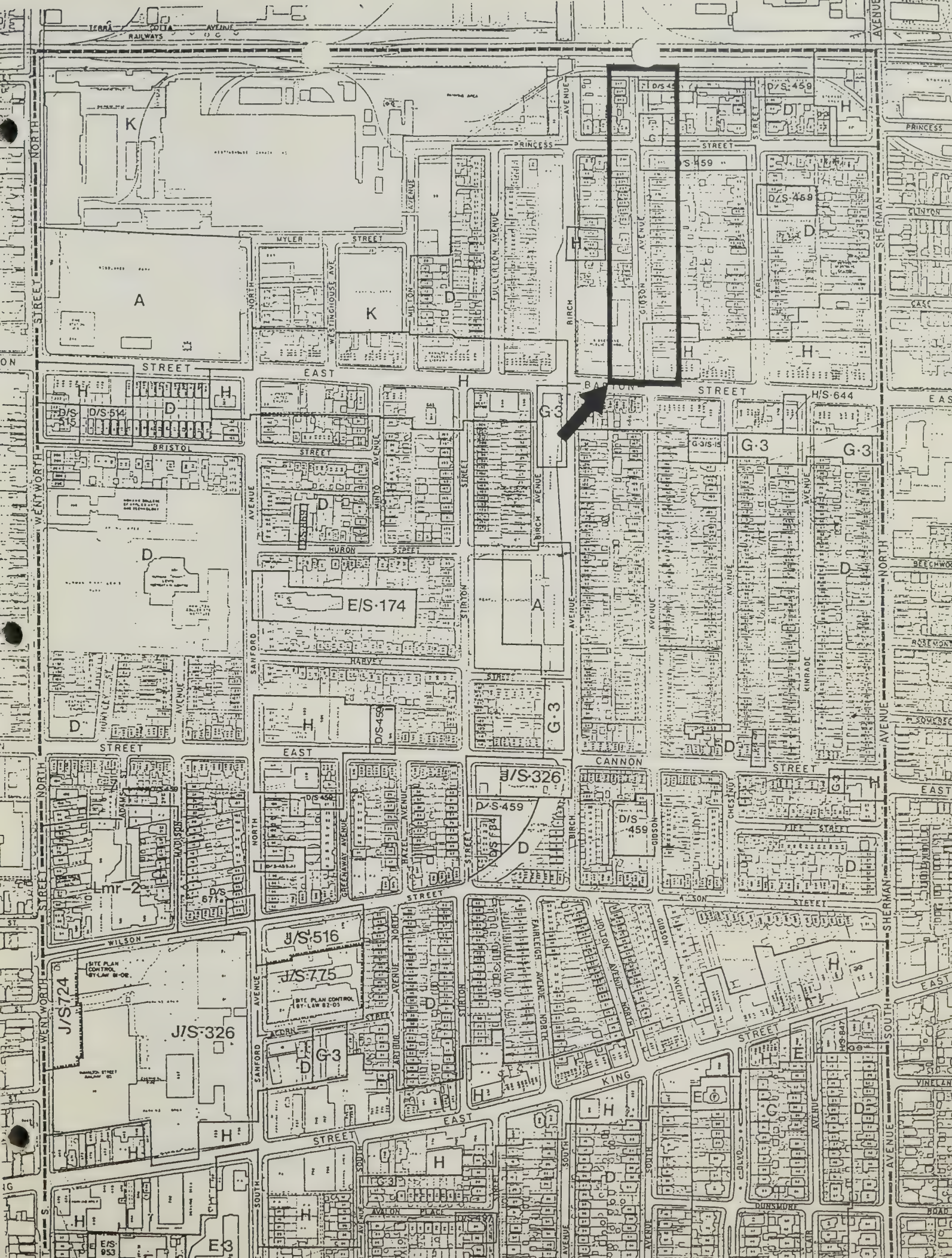
BACKGROUND:

The Traffic Department has received a letter from Alderman Don Drury and attached petition signed by representatives of 23 of the 41 residential properties abutting Gibson Avenue between Barton Street East and the northerly end, requesting that an "Alternate Side Parking" regulation be implemented on the street in place of the existing regulations. This section of Gibson Street presently has a "One Hour Parking Time Limit, 9:00 a.m. to 7:00 p.m., Monday to Friday" regulation on the east side and a full-time parking prohibition on the west side.

The resident who circulated the petition has informed the Traffic Department that the existing time limit regulation is no longer required since Westinghouse has reduced their operations at the Barton Street Plant, and non-resident parking by employees will no longer be a problem.

The Committee has adopted a policy of requiring that no less than two thirds (66%) of the abutting residents be contacted regarding changes to parking regulations. The purpose of this policy is to reduce the chances of further requests for changes to the regulations. In this particular case, only 56 percent of the abutting residents have been contacted, but all have indicated their support for the proposed "Alternate Side Parking" regulation. Therefore, on the basis that Alderman Drury also supports the request, the Traffic Department concurs with this request.

It will also be necessary to implement a "No Parking, 7:00 a.m. - 6:00 p.m, Monday to Saturday" regulation on the west side along the flankage of Gibson School, in accordance with a general by-law provision. Therefore, it would be appropriate to allow parking on the east side of the street during the winter months in order to maximize the number of on-street parking spaces. The proposed regulations existed prior to 1982 when the residents petitioned for the existing regulations.


TERRA COTTA AVENUE
RAILWAYS
NORTH STREET
MYLER STREET
WESTINGHOUSE AVE.
PRINCESS AVENUE
PRINCESS STREET
EXCELSIOR AVENUE
MILTON AVENUE
BIRCH AVENUE
GIDSON AVENUE
EARL AVENUE
SHERMAN AVENUE
CLINTON STREET
BURTON STREET
EAST STREET
BRISTOL STREET
WENTWORTH NORTH
HURON STREET
SANFORD AVENUE
HUNTLEY AVENUE
HARVEY STREET
CANNON STREET
CHESTNUT STREET
KINRADE AVENUE
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOUTHCREST AVENUE
VINELAND AVENUE
ADAMS ST.
MADISON AVENUE
GREENAWAY AVENUE
HAZEL AVENUE
WILSON STREET
ACORN AVENUE
ARTHUR AVENUE
FAIRLEIGH AVENUE
NORTHCLIFFE AVENUE
STIRTON AVENUE
ALISON STREET
KING STREET
SOUTH STREET
AVALON PLACE
DUNSMURE ROAD
E/S-174
J/S-326
J/S-516
J/S-775
J/S-724
Lmr-2
D/S-459
D/S-514
D/S-671
H/S-644
G-3
E3
SITE PLAN CONTROL BY-LAW 81-02
SITE PLAN CONTROL BY-LAW 82-05

FOR ACTION

6(h)

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 27
COMM FILE:
DEPT FILE: TEC-51-90

SUBJECT:

Parking Regulations adjacent to and in front of no. 147 David Avenue.

RECOMMENDATIONS:

(a) That the existing "No Parking" regulation on the east side of David Avenue which commences at a point 87 feet south of Southbend Road and extends to a point 171 feet southerly therefrom be extended, such that the regulation extends to Crestwood Drive; and

(b) That a "No Parking" regulation be implemented on the north side of Crestwood Drive from David Avenue to a point 98 feet easterly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

Sufficient funds are available in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs.

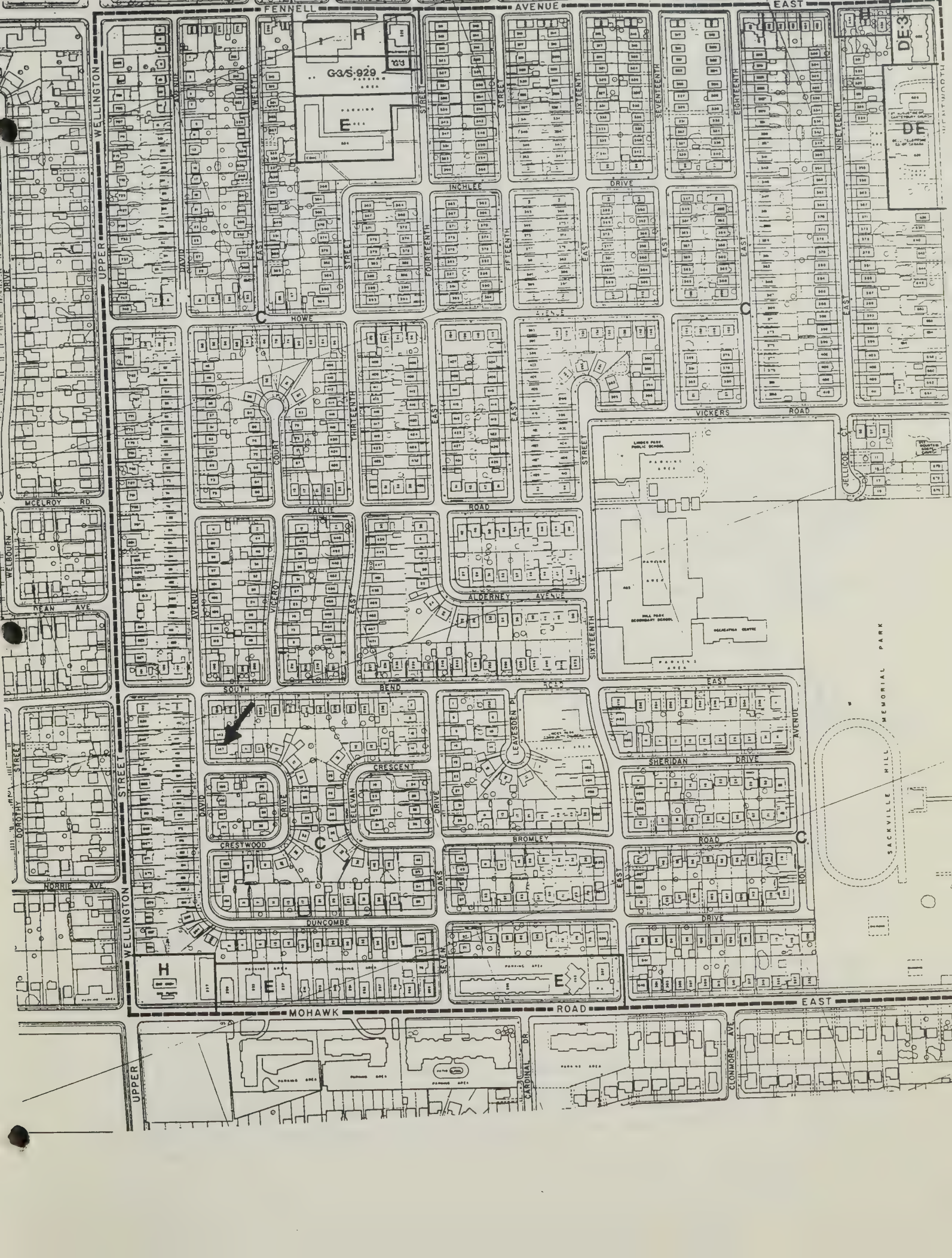
BACKGROUND:

The resident at no. 147 David Avenue, which is located at the north-east corner of David and Crestwood, has requested that parking be prohibited in front of and adjacent to his property. Presently, there is unrestricted free parking on both sides of Crestwood Drive and on both sides of David Avenue, except for a "No Parking" regulation on the east side for a portion of the block immediately north of the applicant's property.

Parking on the streets in this immediate vicinity is generally light, and virtually all of the residents in this area have off-street parking provided. Therefore, the implementation of a parking prohibition in front of and adjacent

to no. 147 David Avenue should not create any parking problems for other area residents.

A parking prohibition at this location would facilitate turning movements at the intersection of Crestwood and David, and would be consistent with the Traffic Department policy of supporting the removal of parking from streets with pavement widths of 28 feet or less. Alderman Henry Merling has advised that he supports the request. Therefore, the Traffic Department concurs with this request.


FENNELL AVENUE EAST
G3/S-929
DE-3
DE
WELLINGTON STREET
UPPER WELLINGTON STREET
DAVID STREET
EAST STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
INCHLEE DRIVE
HOWE COURT
CALLIE ROAD
VICEROY AVENUE EAST
ALDERNEY AVENUE EAST
SOUTH BEND
LEAVESDEN PL
CRESCENT
DELEVAN DRIVE
CRESTWOOD DRIVE
DUNCOMBE DRIVE
BROMLEY ROAD
SHERIDAN DRIVE
VICKERS ROAD EAST
JELLICOE AVENUE
MCELROY RD
DEAN AVE
WELBOURN DRIVE
DOROTHY STREET
HORRIE AVE
OAKS
HOLT AVENUE EAST
SACKVILLE HILL MEMORIAL PARK
MOHAWK ROAD EAST
UPPER
CARDINAL DR
CLONMORE AVE
LUMEN PARK PUBLIC SCHOOL
HILL PARK SECONDARY SCHOOL
PARKING AREA
H
E
C

FOR ACTION

6(i)

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 27
COMM FILE:
DEPT FILE: TEC-50-90

SUBJECT:

No. 159 David Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATIONS:

(a) That a "Permit Parking" regulation be implemented on the south side of Crestwood Drive, commencing at a point 25 feet east of David Avenue and extending to a point 20 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one permit to Mr. Thomas Mancini, 159 David Avenue; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $1.00 per month charge for a parking permit will off-set the cost to some degree.

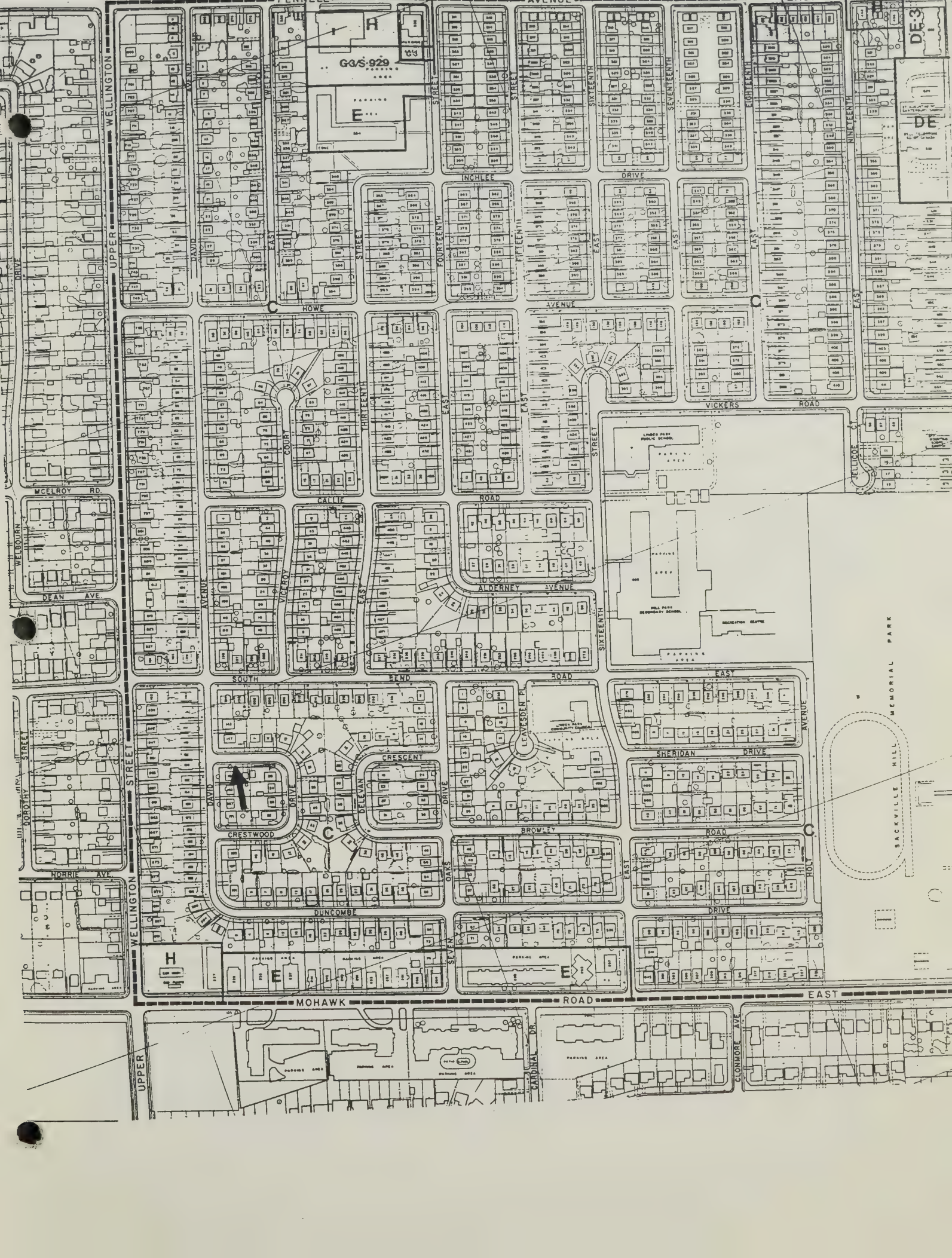
BACKGROUND:

Mr. Thomas Mancini, 159 David Avenue, has requested that a reserved permit parking space be designated on the south side of Crestwood adjacent to his home since he is handicapped. Presently, there is unrestricted free parking on both sides of Crestwood Drive in this area.

The City Council on 1987 December 8, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Mancini possesses a valid handicapped permit. An investigation has revealed that there are two off-street parking spaces on the private property. However, to allow Mr. Mancini to be able to park his vehicle closer to the side door of his home, the Traffic Department concurs with the request.

Casual observations have revealed that the street is generally lightly parked. Therefore, the implementation of a reserved on-street parking space for Mr. Mancini should not create any parking problems for other residents.


G3/S-929
DE-3
DE
UPPER WELLINGTON STREET
MOHAWK ROAD EAST
HOWE STREET
INCHLEE DRIVE
AVENUE
VICKERS ROAD
MCELROY RD.
CALLIE ROAD
ALDERNEY AVENUE
DEAN AVE.
SOUTH END ROAD
CRESCENT
CRESTWOOD DRIVE
DUNCOMBE ROAD
NORRIE AVE.
BROWLEY ROAD
SHERIDAN DRIVE
LEAVESDEN PL.
DELEVAN DRIVE
DAVID DRIVE
OAKS
HOLT DRIVE
SACKVILLE HILL MEMORIAL PARK
CARDINAL DR.
CLONMORE AVE.
DOROTHY STREET
WELBOURN DRIVE
JELLICOE
LINDEN PARK PUBLIC SCHOOL
HILL PARK SECONDARY SCHOOL
RECREATION CENTRE
PARKING AREA
FENNELL AVENUE
NINETEENTH STREET
EIGHTEENTH STREET
SEVENTEENTH STREET
SIXTEENTH STREET
FIFTEENTH STREET
FOURTEENTH STREET
THIRTEENTH STREET
TWELFTH STREET
ELEVENTH STREET
DAVID AVENUE
COURT
VICKERY AVENUE
EAST

FOR ACTION

7(a)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 6
COMM FILE:
DEPT FILE: TEC-35-90

SUBJECT:

Intersection of Bow Valley Drive and Evelyn Street - Intersection Control.

RECOMMENDATIONS:

That no action be taken on the request for three-way stop control at the intersection of Bow Valley Drive and Evelyn Street.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The erection of stop signs on Bow Valley Drive at Evelyn Street would result in increased motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to report to the Transport and Environment Committee respecting a request that three-way stop control be implemented at the intersection of Bow Valley Drive and Evelyn Street. The Traffic Department has investigated this matter, and has the following report.

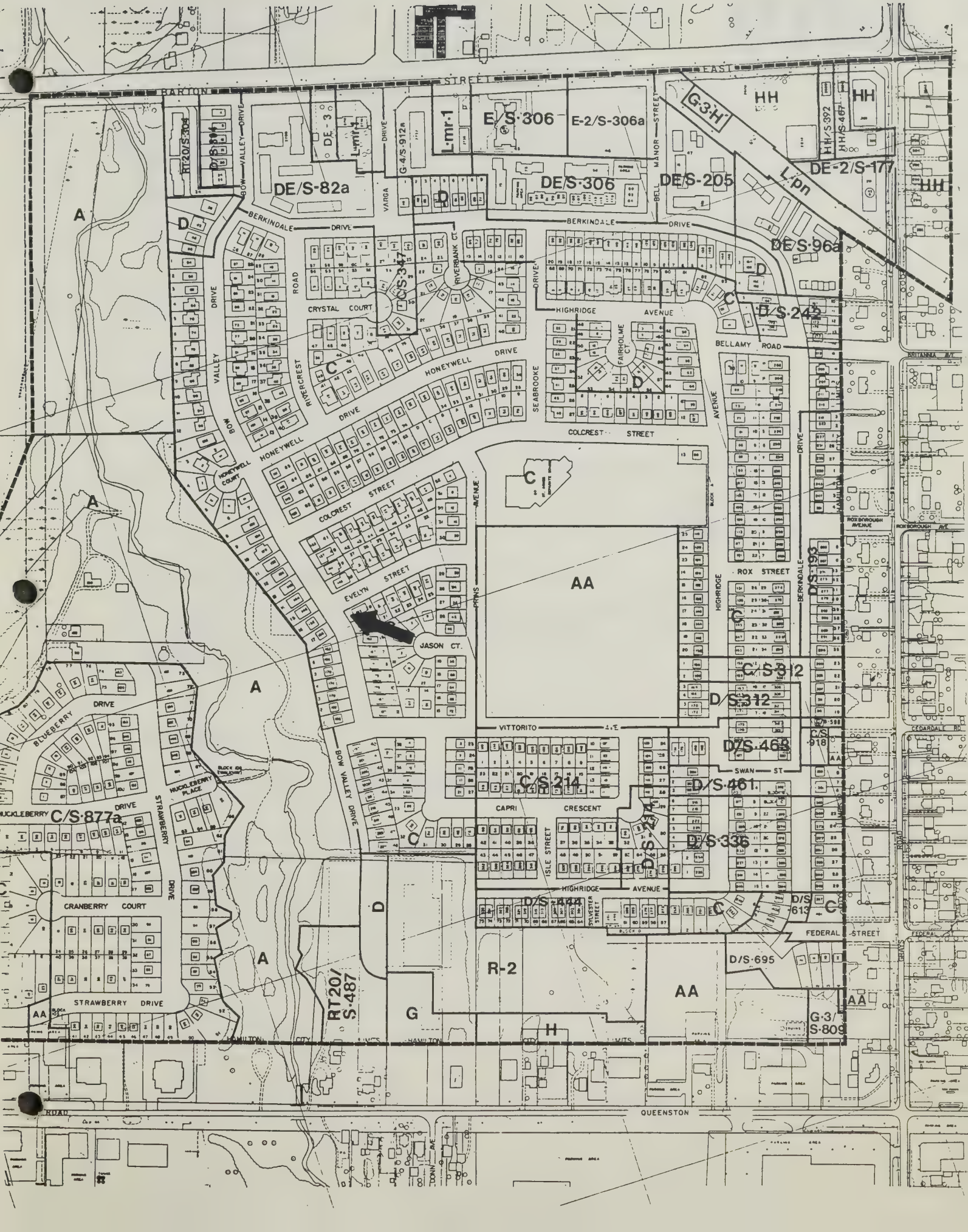
The intersection of Bow Valley and Evelyn is a "T" type intersection, and presently, westbound traffic on Evelyn is required to stop for northbound and southbound traffic on Bow Valley. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last eight years. Thus, the collision record at this location has been very good and cannot be proved upon by any change in the intersection control.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign, and we have found the violation rate to be relatively high. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop signs.

Presently, northbound and southbound traffic on Bow Valley is required to stop approximately 500 feet north at Honeywell and approximately 300 feet south at Vittorito. Additional stop signs on Bow Valley at Evelyn would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstruction which make it necessary for all vehicles to stop. None of the criteria are met at Bow Valley and Evelyn at this time.

In summary, the intersection of Bow Valley and Evelyn has operated safely for the past several years. Thus, there is no apparent compelling reason to change the intersection control, and it is concluded that stop signs on Bow Valley at Evelyn would be less safe than the present one-way stop control.


BARTON STREET EAST
L-mr-1
E/S-306
E-2/S-306a
G-3-H
HH
HH/S-392
HH/S-487
DE-2/S-177
L-lpn
DE/S-82a
DE/S-306
DE/S-205
DE/S-96a
DE-3
L-mr-1
RT20/S-304
D/S-82
G-4/S-912a
BERKINDALE DRIVE
BELL MANOR STREET
VARGA DRIVE
BOW VALLEY DRIVE
CRYSTAL COURT
RIVERBANK CT.
C/S-347
HONEYWELL DRIVE
RIVERCREST ROAD
HIGHRIDGE AVENUE
FAIRHOLME CT.
SEABROOKE DRIVE
BELLAMY ROAD
D/S-242
COLCREST STREET
EVELYN STREET
JASON CT.
PRINS AVENUE
HONEYWELL COURT
AA
ROX STREET
ROXBOROUGH AVENUE
BRITANNIA AVE.
D/S-193
HIGHRIDGE
BERKINDALE DRIVE
VITTORITO AVE.
C/S-312
D/S-312
D/S-468
C/S-918
SWAN ST.
C/S-214
D/S-461
CAPRI CRESCENT
C/S-877a
BLUEBERRY DRIVE
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
ISLE STREET
C/S-214
D/S-336
D/S-488
SYLVESTER STREET
D/S-613
FEDERAL STREET
D/S-695
R-2
RT20/S-487
G
H
AA
G-3/S-809
CEDARDALE RD.
QUEENSTON ROAD
DON AVE.
HAMILTON CITY LIMITS

FOR ACTION

7(b)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 January 31
COMM FILE: 3-9.4
DEPT FILE: TEC-28-90

SUBJECT: Intersection of the west leg of Atwater Crescent and Marlowe Drive - Intersection Control

RECOMMENDATION:

a) That southbound traffic on the west leg of Atwater Crescent be required to stop for eastbound and westbound traffic on Marlowe Crescent; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

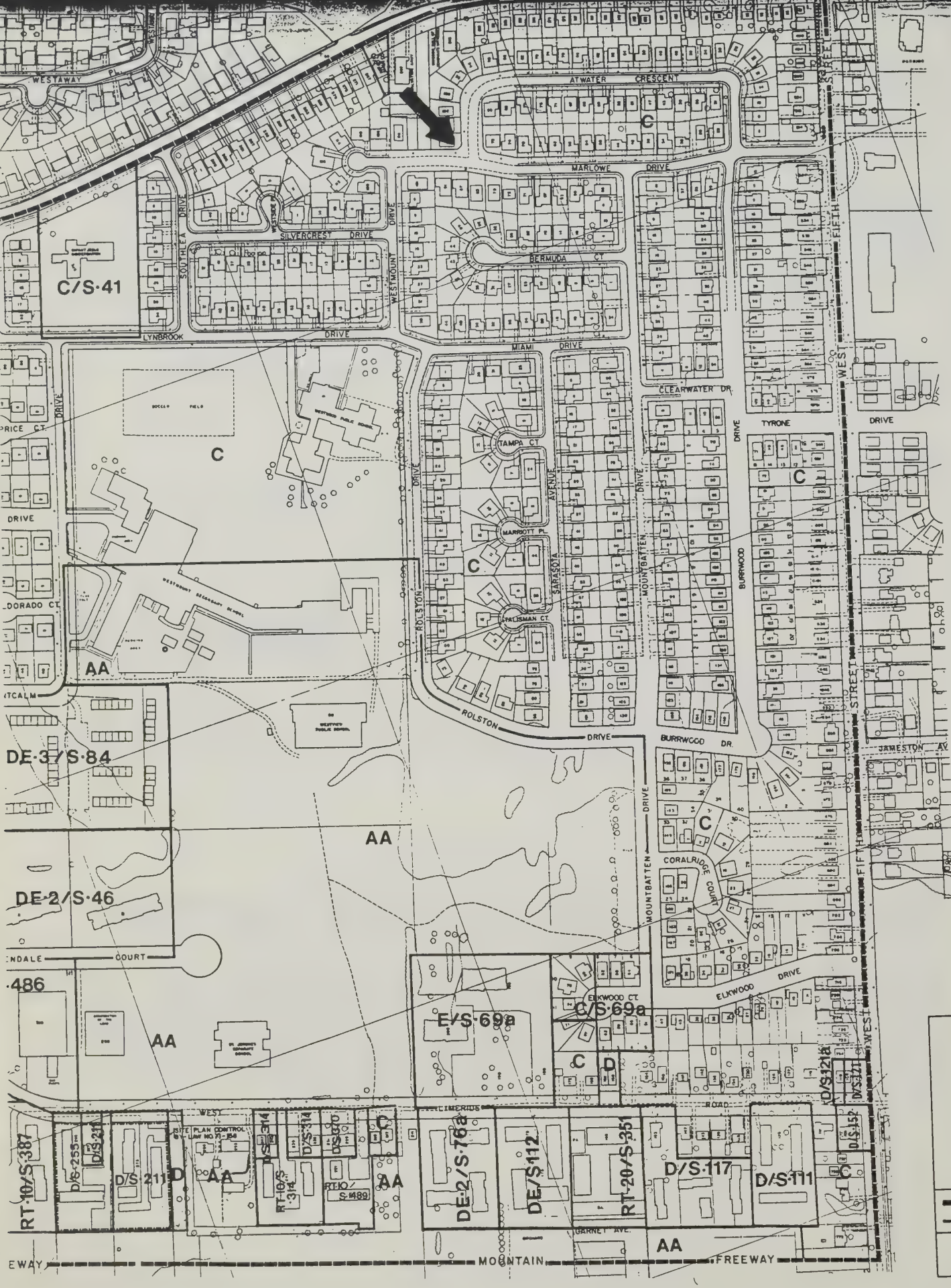
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. David Henderson, 69 Rolston Drive, that a stop sign be erected on the west leg of Atwater at Marlowe.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at the intersection in the past seven years. Thus the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection the Traffic Department recommends implementing southbound stop control on the west leg of Atwater at Marlowe.


WESTWAY PL.
ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
SOUTHLEA DRIVE
WESTMOUNT DRIVE
BERMUDA CT.
LYNBROOK DRIVE
MIAMI DRIVE
CLEARWATER DR.
TYRONE DRIVE
FIFTH STREET WEST
TAMPA CT.
MARRIOTT PL.
SARASOTA AVENUE
MOUNTBATTEN DRIVE
ROLSTON DRIVE
BURRWOOD DR.
JAMESTON AV.
CORALRIDGE COURT
ELKWOOD DRIVE
ELKWOOD CT.
ENDALE COURT
LIMERIDGE ROAD WEST
GARNET AVE.
MOUNTAIN FREEWAY
C/S-41
C
AA
DE-3/S-84
DE-2/S-46
E/S-69a
C/S-69a
D
D/S-211
D/S-255
D/S-314
D/S-370
RT-10/S-387
RT-10/S-314
RT-10/S-1489
DE-2/S-76a
DE-2/S-112
RT-20/S-351
D/S-117
D/S-111
D/S-121a
D/S-152
133
17
49
116
50
53
This is not a Lega
For Zoning Verific
Contact City Buildin
Neighbourhood
Zoning Bounda
Prepared for The C
by the Planning an
of The Regional Mun

FOR ACTION

8(a)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 16
COMM FILE:
DEPT FILE: TEC-44-90

SUBJECT: No. 111 Frid Street - Discharge of Commercial Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 237683 C.D. to the property at No. 111 Frid Street be discharged, at the property owner's expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

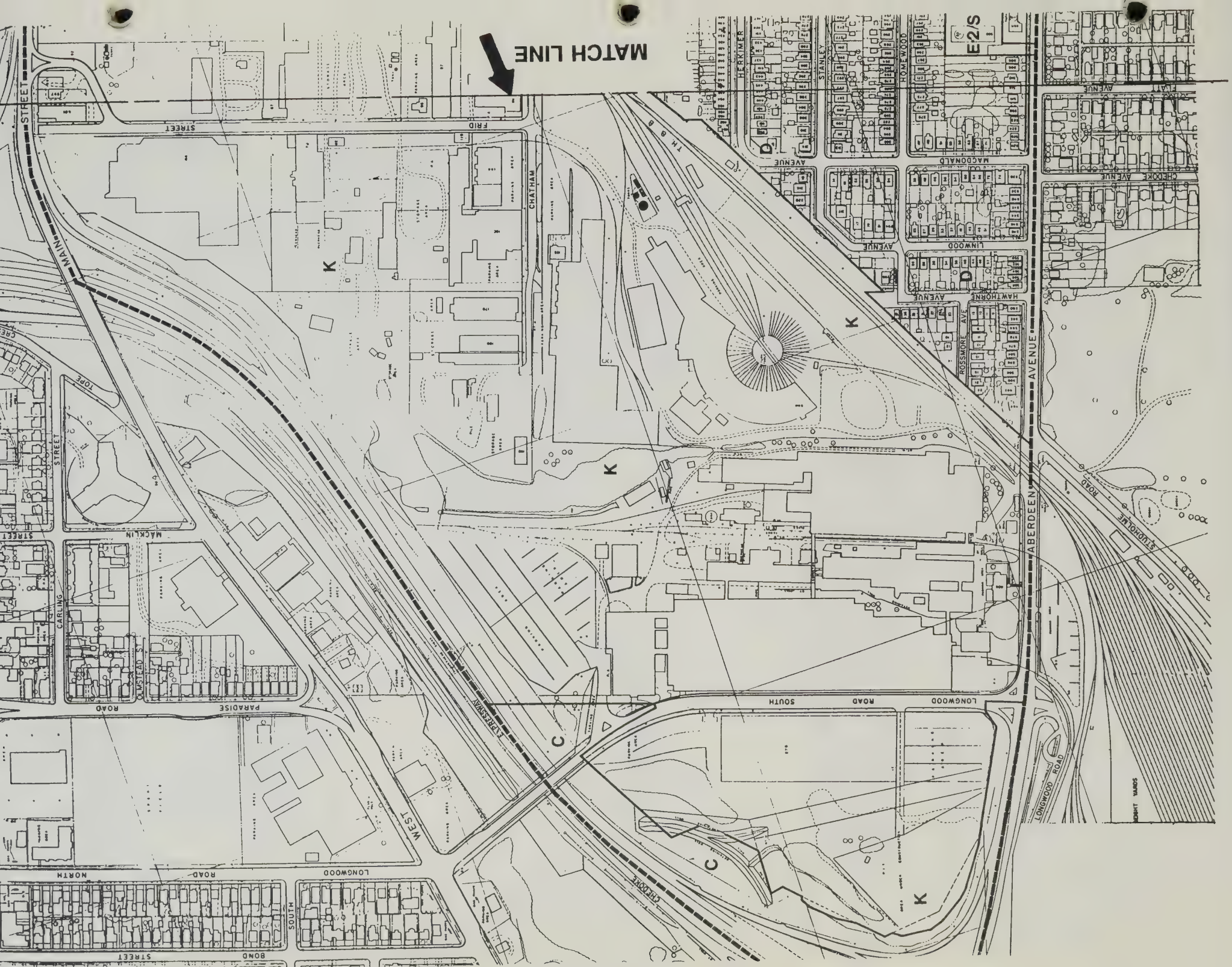
N/A.

BACKGROUND:

The Traffic Department has received a letter from Mr. E. Seldon, President of Seldon Printing Ltd., 111 Frid Street, requesting that the existing Commercial Boulevard Parking Agreement registered to the subject property be discharged. Frid Street was reconstructed last year, and the grade on the parking lot was changed such that the two boulevard parking spaces are now on a 45 degree angle, and not possible to park upon.

The Traffic Department has confirmed that the boulevard is no longer being used for parking purposes, and therefore, concurs with the request.

cc: Ms. Patrice Noe-Johnson
City Solicitor


MATCH LINE
E2/S
MAIN STREET
ABERDEEN AVENUE
LONGWOOD ROAD SOUTH
WESTBOURNE
CHEDOKE
STUDHOLME
ROAD
K
C
D

FOR ACTION

8(b)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 12
COMM FILE: 3-9.5
DEPT FILE: TEC-43-90

SUBJECT: Mission Services of Hamilton Incorporated, 50 Murray Street West - application for boulevard parking.

RECOMMENDATION:

That the application by the Mission Services of Hamilton Incorporated, to lease a portion of the boulevard of Murray Street West adjacent to No. 50 Murray Street West be approved, provided that:

1) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current is $50.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

2) The owner pays a one-time $25.00 registration fee as approved by the City Council on 1986 January 14.

3) The owner pays a one-time $150.00 processing fee, as approved by the City Council on 1988 January 12.

4) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

5) Two pre-cast concrete curbs be installed and the parking area be constructed and maintained at the owners expense.

6) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

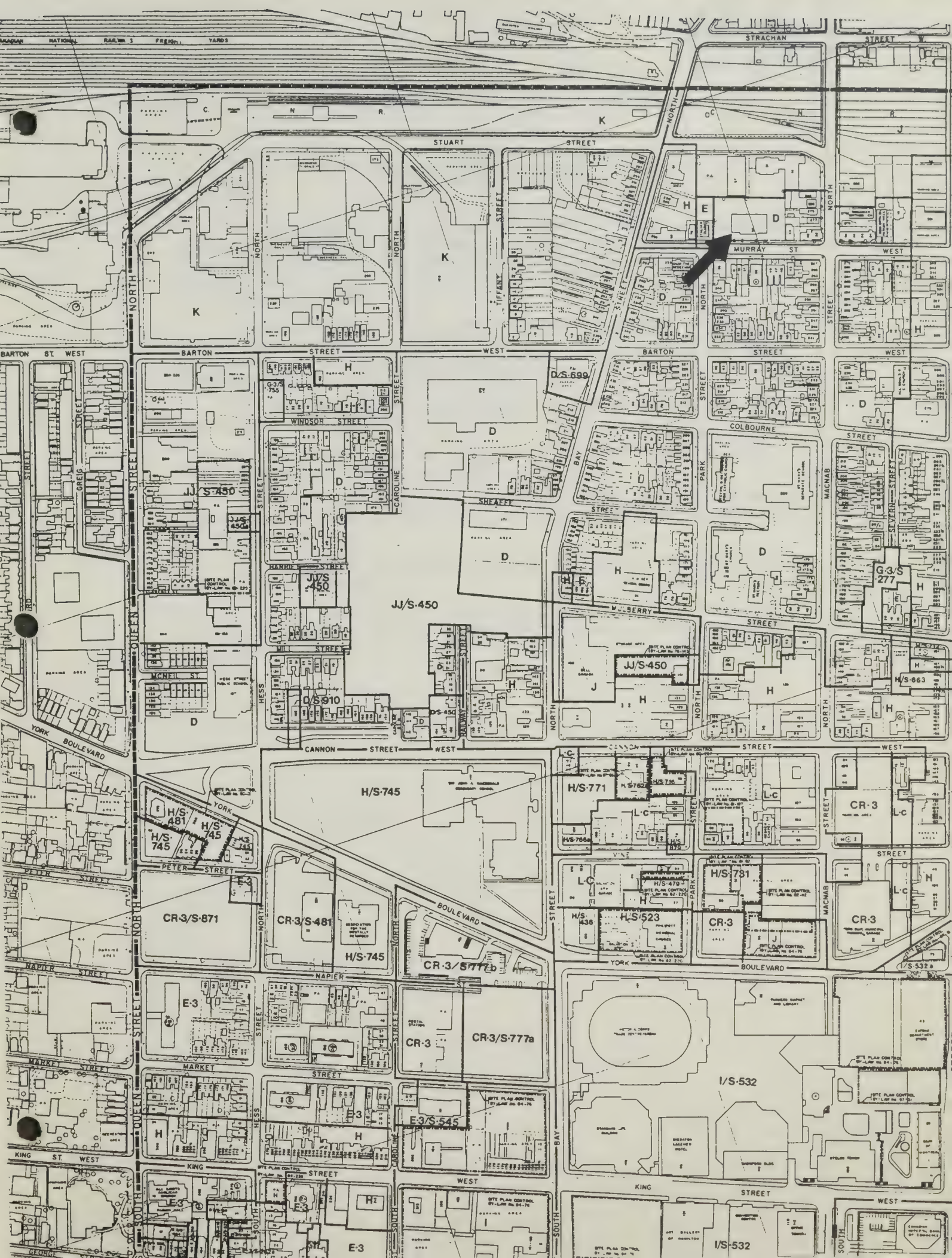
Revenue from the leasing of this City boulevard would be $50.00 per year.

BACKGROUND:

The Missions Services of Hamilton Incorporated, 50 Murray Street West, has applied for permission to lease a portion of the road allowance of Murray Street West adjacent to this property for parking purposes. The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking for two vehicles would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $235.00 which represents the first annual leasing fee ($50.00) and encroachment insurance ($10.00) as well as the one time registration fee ($25.00) and the one time processing fee ($150.00).

cc: Patrice Noe-Johnson
City Solicitor


STRACHAN STREET
STUART STREET
MURRAY ST
BARTON STREET WEST
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
HARRIE STREET
MILL STREET
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
QUEEN STREET NORTH
BAY STREET
JJ/S-450
H/S-745
H/S-481
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
E-3/S-545
H/S-771
H/S-781
H/S-523
I/S-532
O/S-699
O/S-910
G-3/S-277
H/S-663
CR-3

9(a)

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCK 28, PLAN 62M-316
INTO BALFOUR DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Balfour Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Balfour Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 1 R.T.E.C. 16, January 30

SCHEDULE 'A'

All of Parcel Block 27-1

Section 62M-316

All of Block 28, according to Plan 62M-316

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

9(b)

Bill No.

THE CORPORATION OF THE CITY OF HAMILT

BY-LAW NO. 90-

TO INCORPORATE PART 6, PLAN 62R-7170 INTO REXFORD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rexford Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rexford Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 1 R.T.E.C. 16, January 30

SCHEDULE 'A'

Part of Parcel 1' Reserves -1

Section M-200

being part of Block "AX", according to Plan M-200

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Part 6 on Plan 62R-7170

being part of the Parcel.

Bill No. 9(c)

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PARTS 12 AND 15, PLAN 62R-6257 INTO QUEEN VICTORIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Queen Victoria Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Queen Victoria Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 1 R.T.E.C. 16, January 30

SCHEDULE 'A'

Parts of Lot 6, Concession 7, in the former Township of Barton

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Parts 12 and 15 on Plan 62R-6257.

9(d)

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCK 26, PLAN 62M-562 INTO MERRILEE CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Merrilee Crescent by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Merrilee Crescent.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 1 R.T.E.C. 16, January 30

SCHEDULE 'A'

All of Parcel Reserves -1

Section 62M-562

being all of Block 26, according to Plan 62M-562

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being all of the Parcel.

9(k)

Bill No.

THE CORPORATION OF THE CITY OF HAMILT(

BY-LAW NO. 90-

TO INCORPORATE BLOCK 8, PLAN 62M-224 INTO FIRENZE STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Firenze Street by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Firenze Street.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 1 R.T.E.C. 16, January 30

SCHEDULE 'A'

Parcel 1' Reserves -3

Section M-224

All of Block "S", according to Plan M-224

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being all of the Parcel.

9(F)

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO AUTHORIZE THE SALE OF RAEBURN ROAD, DESIGNATED AS PARTS 22, 23, 24 AND 25, PLAN 62R-8933

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to stop-up and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting of January 30, 1990, passed By-law No. 90-7 to stop-up and close the unopened road allowance known as Raeburn Road, designated as Parts 22, 23, 24, and 25 on Plan 62R-8933, which road allowance is more particularly described in Schedule "A" annexed thereto and forming part of the by-law, and to authorize the sale of the road allowance thereby stopped-up and closed to the owners of the lands abutting to the north and to the south.

AND WHEREAS s.3 of By-law No. 90-7 reads as follows:

> If the above-mentioned owners of the abutting lands or their successors or assigns do not purchase the said portions of the highway hereby stopped-up and closed within 10 days of the date of passing of this by-law, the sale of the said property may be authorized to any other person as may be approved by a subsequent by-law.

AND WHEREAS Russell and Sharon Lucking, owners of the land abutting to the south, did not purchase those portions of the closed road allowance designated as Parts 24 and 25 on Plan 62R-8933, pursuant to s.3 of the said by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The soil and freehold in those portions of the road allowance stopped-up and closed by By-law No. 90-7, which road allowance is known as Raeburn Road and designated as Parts 22, 23, 24 and 25 on Plan 62R-8933, may be offered for sale to the owners of the land abutting to the north, being Bar-Brock Enterprises Ltd., or its successors or assigns, for the sum of TWENTY-TWO THOUSAND, FIVE HUNDRED DOLLARS ($22,500.00).

2. If the above-mentioned owner of the abutting lands, or its successors or assigns, do not purchase the said portions of the highway hereby stopped-up and closed within 30 days of the date of passing of this by-law, the sale of the said road allowance lands may be authorized to any other person as may be approved by a subsequent by-law.

3. This by-law comes into force and effect on the date of its enactment.

PASSED this day of , A.D. 1990.

City Clerk Mayor

(1987) 14 R.T.E.C. 1, October 13
(1987) 15 R.T.E.C. 12, October 27

CA40MHBLA05
C51T6

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

Mrs. J. McAnanama
Public Library

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

TEL 546-2700
FAX 546-2095

March 2, 1990

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 5, 1990
9:30 o'clock a.m.
Room 233, City Hall

J. J. Schatz, Acting Secretary
Transport and Environment Committee

JJS:mjw

DELEGATIONS

(A)	9:30 o'clock a.m.	Ms. Carol Mason - Traffic - Bay/Markland Streets Area
(B)	10:00 o'clock a.m.	Public Delegation - Alley Closure - First South of Barton Street from Brunswick Street
(C)	10:15 o'clock a.m.	Mr. R. A. Edwards, Port Engineer Hamilton Harbour Commissioners Windermere Basin Rehabilitation Project

1. Adoption of the Minutes of the Transport and Environment Committee meeting held Monday, February 19, 1990.

2. CITY TREASURER

   Release of Holdback - Architectural Contract - Public Works Utility Building

3. MANAGER OF PURCHASING

Purchase of Vehicle Actuated and Pretimed Traffic Controllers

4. COMMISSIONER OF ENGINEERING

(a) Incorporating City lands into various streets

(b) Banner Display Applications

i. "Career Exchange Opportunities" Group

ii. Leeds of Hamilton "Bridal Show"

(c) Inadvertent Encroachment Agreements

(d) Discharge of Outdoor Patio Cafe Agreement - Royal Connaught Hotel

(e) Servicing Costs - Oakdale Estates - Phase 5

(f) Encroachment Agreement - 124 Walnut Street

5. DIRECTOR OF TRAFFIC SERVICES

(a) Albion Falls Neighbourhood - 1990 Neighbourhood Watch Program

(b) Randall Neighbourhood - 1990 Neighbourhood Watch Program

(c) Review of Traffic Conditions - Cumberland, Sandford and Rutherford Avenues

(d) School Bus Loading Zone - Karen Crescent

(e) Time Exemption Permit - 227 - 231 MacNab Street South

(f) Corner Clearance - Robert Street, east of Victoria Avenue North

(g) Extension of Taxi Stand - Rebecca Street

(h) On Street Parking Meters - Rate Revision

6. PARKING REGULATIONS

(a) Monterey Avenue between Park Row South and Province Street South

(b) Dalewood Crescent between Sterling Street and Paisley Avenue North

(c) Grant Avenue between Stinson Street and Alanson Street

(d) Beland Court

(e) Queen Victoria Drive between Quaker Crescent and Loconder Drive

(f) West 33rd Street between Bendamere Avenue and Elmwood Avenue

(g) Gibson Avenue from Barton Street East to Northerly End

(h) 147 David Avenue

(i) Handicapped Parking - 159 David Avenue

7. INTERSECTION CONTROL

(a) Bow Valley Drive and Evelyn Street

(b) West Leg of Atwater Crescent and Marlowe Drive

8. BOULEVARD PARKING

(a) 111 Frid Street

(b) 50 Murray Street West

9. CITY SOLICITOR

(a) By-law to Incorporate Block 28, Plan 62M-316 into Balfour Drive

(b) By-law to Incorporate Part 6, Plan 62R-7170 into Rexford Drive

(c) By-law to Incorporate Parts 12 and 15, Plan 62R-6257 into Queen Victoria Drive

(d) By-law to Incorporate Block 26, Plan 62M-562 into Merrilee Crescent

(e) By-law to Incorporate Block S, Plan 62M-224 into Firenze Street

(f) By-law to Authorize the Sale of Raeburn Road, designated as Parts 22, 23, 24 and 25 on Plan 62R-8933

10. NEW BUSINESS

11. ADJOURNMENT

CA40NHBL-A05
C51T6

RUTH GREENWOOD
URBAN MUNICIPAL COLLECTIONS
2ND FLOOR
HAMILTON PUBLIC LIBRARY

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

March 14, 1990

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 19, 1990
9:30 o'clock a.m.
Room 233, City Hall

Lynn Dale

Lynn Dale, Acting Secretary
Transport and Environment Committee

LD:mjw

DELEGATION

(A) 10:30 a.m. Public Delegation - Parking Regulations - Crerar Drive Between Pescara Drive and the North End

1. DIRECTOR OF PROPERTY

(a) Purchase by the City - Parts 4, 5 and 6, Draft Reference Plan S-732 prepared by Mackay, Mackay & Peters Ltd., Rear Land 586 Stone Church Road East, Yiannoulla Mouskos

(b) Office Accommodations - School Crossing Program - Traffic Department

T

2. COMMISSIONER OF ENGINEERING

(a) 1990 Maintenance Cost for Automatic Protection at Level Crossings

(b) Separate School Board of Education land exchange in Barnstown and Butler Neighbourhoods

(c) Temporary Street Closure - Bowen Street South of Main Street East

(d) Inadvertent Encroachment Agreements

(e) Incorporating Certain City Lands into Various Streets, Roads, etc.

(f) Amendment to Standard Subdivision Agreement regarding costs for Street Trees

3. DIRECTOR OF TRAFFIC

Increase in Traffic Department's Processing and Leasing Fees

4. PARKING REGULATIONS

(a) Pearl Street North between King Street West and Morden Street

(b) West Avenue North between King William Street and Wilson Street

(c) Isaac Court

(d) Princess Street between Earl Street and Sherman Avenue

5. BOULEVARD PARKING

(a) 440 Main Street East

(b) All Souls Rectory, 21 Barton Street West

6. INTERSECTION CONTROL

Intersection of Bow Valley Drive and Evelyn Street

7. CITY SOLICITOR

(a) By-law to Incorporate Part 2, Plan 62R-10839 into Quaker Crescent

(b) By-law to Incorporate Part 1 - Plan 62R-10839 into Queen Victoria Drive

(c) By-law to Incorporate Part 3, Plan 62R-8963 into Limeridge Road

(d) By-law to Reconstruct Portion of Holly Avenue, as set out in Schedule "A" hereto, - 1990 Road and Sidewalk Capital Reconstruction Program

(e) By-law to Incorporate Part 1, Plan 62R-10882 into Rupert Court

(f) By-law to Incorporate Part of Block 19, Plan 62M-471 into Quincy Court

(g) By-law to Incorporate Blocks 16 and 17, Plan 62M-455 into Rexford Drive

(h) By-law to Incorporate Block 35, Plan 62M-478 into Rexford Drive

(i) By-law to Incorporate Parcel "B", Plan 1007 into Alma Avenue

(j) By-law to Incorporate Part 7, Plan 62R-7802 into Eva Street

(k) By-law to Incorporate Block 67, Plan 62M-556 into Presidio Drive

(l) By-law to Incorporate Blocks 18 and 19, Plan 62M-455 into Robson Crescent

FOR ACTION

(A)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 8
COMM FILE: 3-9.2
DEPT FILE: TEC-37-90

SUBJECT: Crerar Drive between Pescara Drive and the north end - Parking Regulations

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Crerar Drive between the south curb line of Pescara Drive and the north end such that parking is prohibited;

   - on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October, and November; and

   - on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

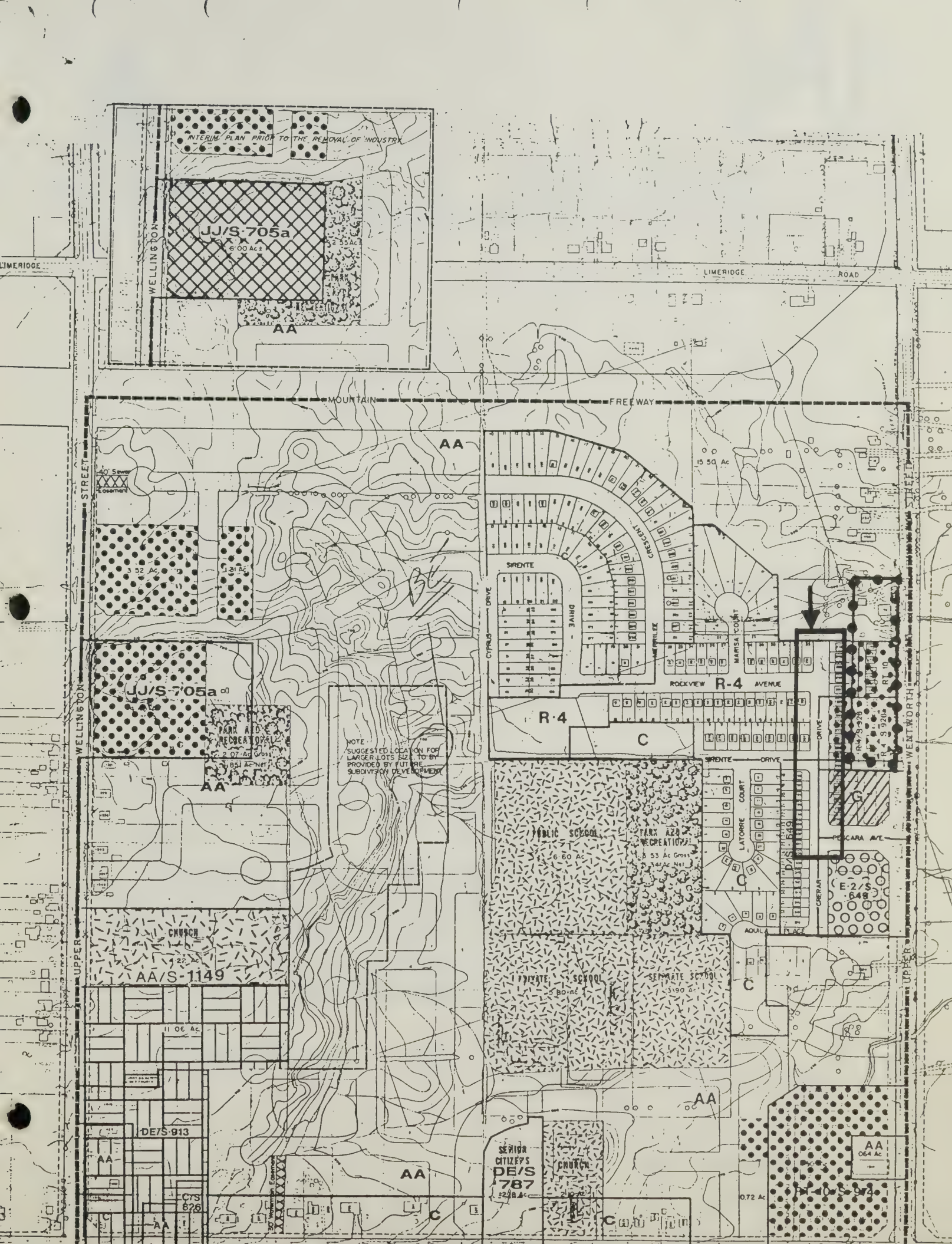
There are sufficient funds available within the 1990 Traffic Department Operating Budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 17 of the 30 residential properties abutting Crerar Drive in the blocks between Pescara Drive and the north end, requesting that an "Alternate Side Parking" regulation be implemented on the street. This section of Crerar Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street.

The Traffic Department has been able to contact eight additional residents. Seven are in favour of the proposed regulation and one is opposed. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, since 80 percent of the abutting residents have indicated their support of the proposed regulation, the Traffic Department concurs with this request.

All of the residential properties on the street have off-street parking provided. Thus, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, to improve visibility at the two intersections on the west side of the street for at least the winter months, the Traffic Department recommends that parking be prohibited on the west side of the street during the winter months.


INTERIM PLAN PRIOR TO THE REMOVAL OF INDUSTRY
JJ/S-705a
6.00 Ac±
3.55 Ac±
PARK
AA
WELLINGTON STREET
LIMERIDGE ROAD
MOUNTAIN FREEWAY
AA
15.50 Ac
SIRENTE DRIVE
CRESCENT
MERRILEE
CYPRUS DRIVE
MARISA COURT
ROCKVIEW AVENUE
R-4
R-4
C
3.52 Ac
1.81 Ac
JJ/S-705a
PARK AND RECREATIONAL
2.07 Ac Gross
1.85± Ac Net
AA
NOTE
SUGGESTED LOCATION FOR LARGER LOTS SIZE TO BE PROVIDED BY FUTURE SUBDIVISION DEVELOPMENT
PUBLIC SCHOOL
PARK AZR RECREATIONAL
8.53 Ac Gross
8.14± Ac Net
6.60 Ac
LATORRE COURT
POCARA AVE.
C
D/S-649
E-2/S-648
CHURCH
AA/S-1149
11.06 Ac
PRIVATE SCHOOL
SEPARATE SCHOOL
C
AA
DE/S-913
AA
AA
SENIOR CITIZEN'S DE/S 787
2.18 Ac
CHURCH
C/S 676
AA
C
C
AA
064 Ac
0.72 Ac

(A)

CITY COUNCIL
HAMILTON, CANADA

Alderman Henry Merling
Chairman – Transport & Environment Committee

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 389-5903 – WARD 7

March 7th. 1990

RESIDENTS OF CRERAR DRIVE

Dear Resident,

RE: REGULATIONS ON CRERAR DRIVE BETWEEN PESCARA DRIVE AND THE NORTH END

The Traffic Department has received a petition signed by representatives of 17 of the 30 one, two and three family dwellings abutting Crerar Drive between Pescara and the north end, requesting an "Alternate Side Parking" regulation be implemented on this section of your street. A follow-up telephone survey by the Traffic Department has revealed that an additional seven residents are in favour of the proposed regulation.

The Traffic Department supports the implementation of an "Alternate Side Parking" regulation on this section of Crerar, since 80% of the residents (24 out of 30) have indicated their support of the regulation. Therefore, the Department will be asking the Transport and Environment Committee to approve this regulation.

The Transport and Environment Committee will be reviewing this matter at its meeting on March 19th, 1990 at 10:30 a.m. in Room 233 (2nd Floor), City Hall. You are invited to attend this meeting to either support or oppose the proposed "Alternate Side Parking" regulation on this section of the street.

In the meantime, please don't hesitate to call me if you have any questions or if I may be of further assistance to you in any way.

Sincerely,

Henry Merling

Alderman Henry Merling
Chairman
Transport & Environment Committee

HM:wt

FOR ACTION

1(a)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 March 1
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Purchase by the City - Parts 4, 5 and 6, Draft Reference Plan S-7329 prepared by Mackay, Mackay & Peters Ltd., Rear Land 586 Stone Church Road East - Yiannoulla Mouskos -**

RECOMMENDATION:

(a) (i) That an Option to Purchase Agreement dated February 14, 1990 executed by Yiannoulla Mouskos for rear land at 586 Stone Church Road East and scheduled for closing on May 17, 1990, be approved and completed.

(ii) That the Vendor's Solicitor must prepare the necessary deeds and certify title to the City of Hamilton.

(iii) That upon completion of this transaction and the eventual establishment of Part 5 as Acadia Drive, the City will establish one foot reserves known as 4 and 6 on draft reference plan S-7329 (Mackay, Mackay & Peters Ltd.) in order to recover the land servicing and construction costs of establishing Acadia Drive from the abutting lands.

(iv) That when full municipal services are provided to the subject lands, the City agrees to incorporate the lands by by-law as a public road.

Note: The property is described as rear land at 586 Stone Church Road East, Parts 4, 5 and 6 on draft reference Plan S-7329 (Mackay, Mackay & Peters Ltd.) and contains 426.68 square metres (4,592.74 square feet.

The purchase price is $2.00 and is to be charged to account CH 58303 00107 - (Reserve for Services through unsubdivided land).

M. J. Watts
for D. W. Vyce

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

See above recommendation

BACKGROUND:

The subject lands are required to establish Acadia Drive and to provide services to adjoining subdivisions.

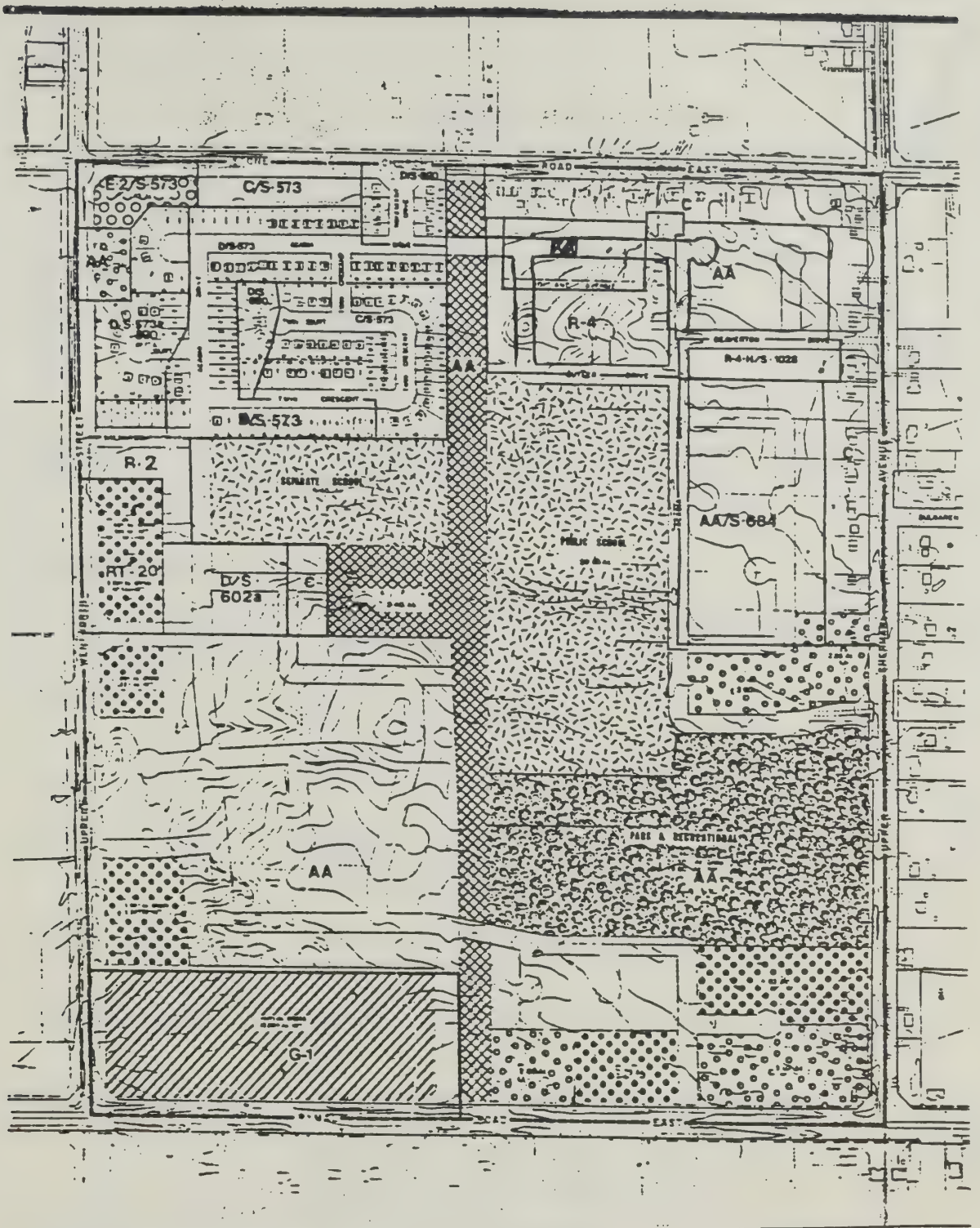
All costs associated with the construction of Acadia Drive will be recovered through the one foot reserves.

Attach.

c.c. - Mr. P.R.A. Hooker, Acting City Solicitor

- Mr. E.C. Matthews, City Treasurer
  Attention: Mr. D. Consoli

- Mr. G.S. Spencer, Regional Commissioner of Engineering
  Attention: Mr. K. Brenner
  Attention: Mr. B. Douglas



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1985) 100

LAND USE

RESIDENTIAL
- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES

Neighbourhood Boundary
Zoning Boundary

Approvals

Planning Committee APRIL 28, 1976 Council JUNE 28,

Latest Revision Date NOVEMBER 24, 1987

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE

FOR ACTION

1(b)

REPORT TO: Secretary, Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

DATE: 1990 March 12
COMM FILE:
DEPT FILE: (4504)

SUBJECT: **Office Accommodations - School Crossing Program**
Traffic Department

RECOMMENDATION:

A. That the City of Hamilton enter into a Lease Agreement with Playfair Developments Ltd. in accordance with the following terms:

Property:	25 Main Street West Suite 1500, Hamilton
Area:	565 square feet
Term:	4 years, 3 months commencing April 1, 1990 terminating June 30, 1994
Rental Rate:	$18.00 per square foot (Gross) $10,170.00 annually, $847.50 per month
Escalation:	The City is to pay realty tax and operating cost escalation over the 1989 base year on a proportionate share.
Option to Renew:	The City has the Option to Renew this lease for a further one (1) year. All terms and conditions are to remain the same, save and except, the rental rate which shall be negotiated six (6) months prior to the expiry of the initial term.
Improvement Allowance:	The Lessor will paint the premises and clean the carpet prior to occupancy. In addition, the Lessor will provide three (3) months free rent, the rental payments to commence July 1, 1990.

B. That the Mayor and City Clerk be authorized to execute a Lease Agreement in a form satisfactory to the City Solicitor.

M. J. Wilson
for D. W. Vyce

FINANCIAL IMPLICATIONS: *N/A*

BACKGROUND:

City Council on February 27, 1990, authorized the assumption of the Administration of the School Crossing Program from the Region .

This department was authorized by said resolution to acquire lease space for the School Crossing Program.

As there is no space in City Hall, we negotiated office accommodations at 25 Main Street West. The term April 1, 1990 to June 30, 1994 was selected to tie in with the completion of the Regional Tower on the rear of City Hall. It is anticipated that the School Crossing Program could then relocate into City Hall when the Region vacates the space.

Attach.
c.c. Mr. Lou Sage, Chief Administrative Officer
Mr. P. N. Johnson, City Solicitor
Mr. M. F. Main, Director of Traffic Services
Mr. E. C. Matthews, City Treasurer

2(a)

FOR ACTION

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P.ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 12, 1990
COMM FILE: 3.11.2
DEPT. FILE: T108-01
ID#0043D

SUBJECT:

1990 Maintenance Cost for Automatic Protection at Level Crossings

RECOMMENDATIONS

(a) That the Commissioner of Engineering be authorized to issue purchase orders on behalf of the City of Hamilton as follows once the 1990 Current Budget is approved:

CN Rail	$53,700
CP Rail	$68,300

(b) That the expenditures be charged to Account No. CH 57408 52010 (Railway Crossing Maintenance).

Ted Gill

E. M. Gill, P.Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendations"

BACKGROUND

There are presently 36 railway crossings on City streets protected with either bells and lights, or bells, lights and gates. This automatic protection must be maintained constantly according to standards set by Transport Canada in Ottawa. In addition, Transport Canada and the National Transportation Agency of Canada have issued individual Board Orders for each crossing which specify the party responsible for performing the maintenance and the appropriate cost sharing.

The Railways are responsible for performing the required maintenance to all crossings with automatic protection. The City's share of these costs is generally 50% in accordance with the Board Orders.

1990 Maintenance Cost for Automatic Protection at Level Crossings

The 1990 Current Budget contains $122,000 for the City's share of this work. Prior to any payment to either Railway, our staff reviews the individual invoices as they are submitted to verify the amounts and determine that the amount is in keeping with the cost sharing outlined in the Board Orders.

RPM:ccc

cc: E.C. Matthews, City Treasurer

2(b)

FOR ACTION

I. D. ESCTECREPORTS

REPORT TO: MR. J. SCHATZ, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
COMMISSIONER OF ENGINEERING

DATE: March 6, 1990
COMM FILE: 3-11.4
DEPT FILE: S723-37

SUBJECT

Separate School Board of Education land exchange in Barnstown and Butler Neighbourhoods, Hamilton

RECOMMENDATIONS

1) THAT the additional City's share of the cost of services required in "Wellington Chase - Phase 2" be increased by $72,762.73 from $34,920.68 to $107,683.41, and that the Finance and Administration Committee recommend the source of funding.

2) THAT the City Treasurer be authorized to pay Wellington Chase Inc. for the costs of services, including engineering and inspection fees, associated with Block "69", Plan 62M-577, (Wellington Chase - Phase 2) which have been completed, upon receipt of proof of payment to the Contractor and Consulting Engineer and completion of the transfer of Block "69", Plan 62M-577 to the Separate School Board.

3) THAT the City Treasurer pay to Wellington Chase Inc. the sum of $1,265.63 for the cost of street trees associated with Block "69", Plan 62M-577, which was collected under the City subdivision agreement after Block "69", Plan 62M-577 has been transferred to the Separate School Board.

3) THAT the Hamilton-Wentworth Roman Catholic Separate School Board be invoiced by the City Treasurer for those amounts equal to the Local Improvement Act charges applicable to Block "69", Plan 62M-577, these amounts being payable to the City upon the Hamilton-Wentworth Roman Catholic Separate School Board receiving possession of Block "69", Plan 62M-577, the amounts to be recovered from the Hamilton-Wentworth Roman Catholic Separate School Board being as follows:

Sidewalks, Curbs and Gutter	$33,306.21
Finished Roads	$56,158.64
Total (to be recovered from the Board)	$89,464.85

Ted Gill

E. M. GILL, P. Eng.
Acting Commissioner of Engineering

cont'd ...

Separate School Board of Education land exchange in Barnstown and Butler Neighbourhoods, Hamilton

FINANCIAL CONSIDERATIONS

City works including roads, curbs, sidewalks, street lighting and street trees adjacent to Block "69", Plan 62M-577 are provided for through the plan for "Wellington Chase - Phase 2", Hamilton. A City share of $34,920.68 has already been approved in accordance with policy for oversized roadways and fencing in this subdivision. The total cost for the works associated with Block "69", over and above the approved City's share noted above, is $72,762.73. This amount includes engineering, inspection and maintenance fees where applicable. This total has been calculated as follows:

Catch Basins and Connections	$ 9,671.36
Curb and Gutter	$ 6,491.58
Sidewalks	$11,002.67
Final Roads	$41,840.89
Dead End Barricades	$ 125.18
Street Lighting	$ 3,631.05
Total	$72,762.73

The Developer has paid the Contractor for a portion of these works and should now be paid for those works upon proof of payment. Works which have yet to be constructed would be paid for by the City at the appropriate time. The total estimated cost of the works, both completed and yet to be constructed is included in the $72,762.73 as noted above.

Under the City subdivision agreement, the Developer has also made a cash payment for street trees adjacent to Block "69" which totals $1,265.63. This amount should also be refunded.

It is being recommended that the City share be financed in the normal fashion for City expenditures associated with subdivision development.

Since the subject lands will be transferred to the Separate School Board, the City can recover service costs in accordance with the present servicing agreements between the City and the Board. This agreement provides for recovery of costs at the Local Improvement rates in effect at the time of recovery. The amounts to be collected from the Board are as follows:

Sidewalks, Curbs and Gutter	$33,306.21
Finished Roads	$56,158.64
Total (to be recovered from the Board)	$89,464.85

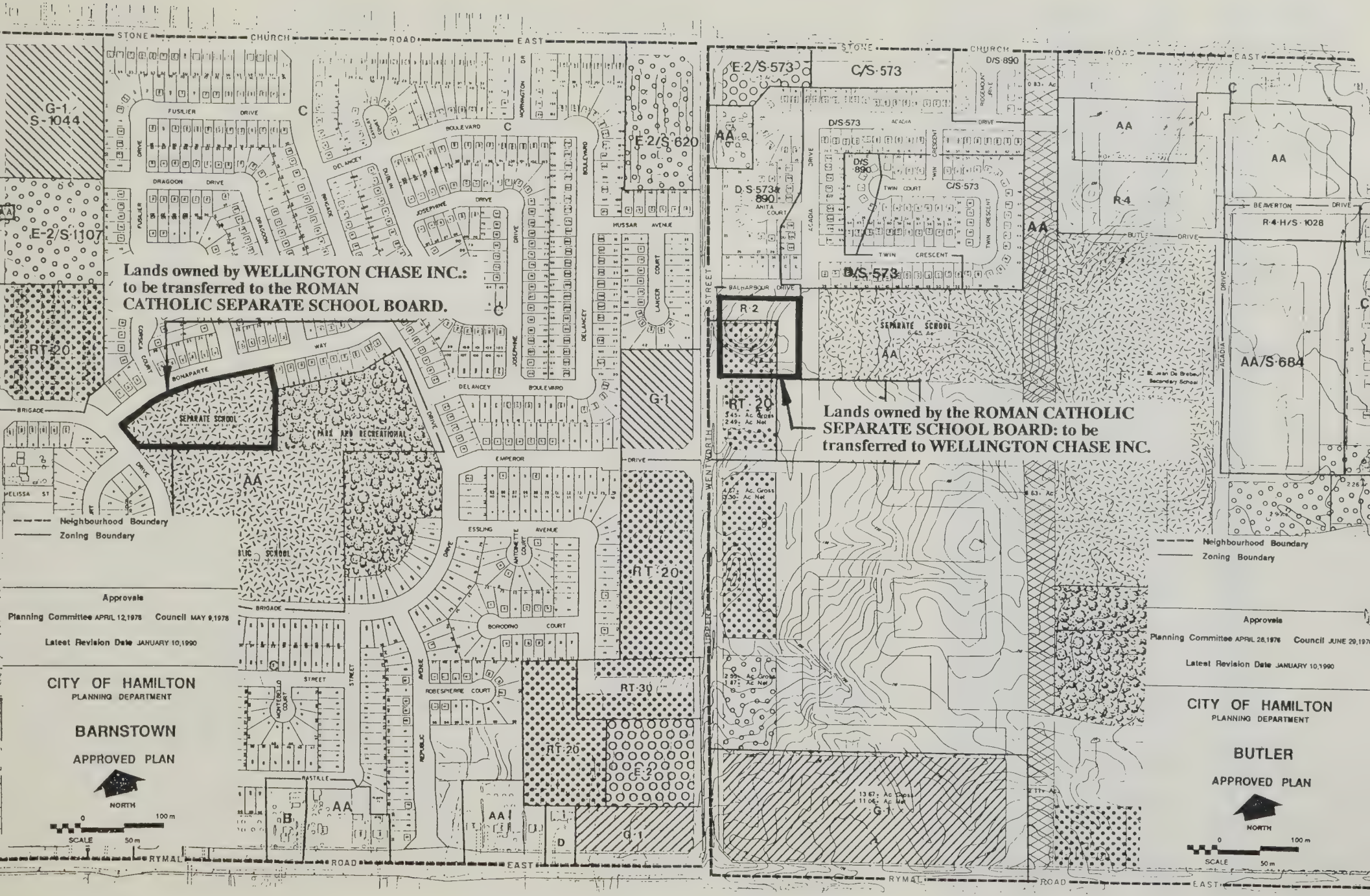
cont'd ...

Separate School Board of Education land exchange in
Barnstown and Butler Neighbourhoods, Hamilton

Since the developer of Wellington Chase - Phase 2 has already paid for a portion of the services which abut the proposed school site, it is proposed that the City pay the developer (Wellington Chase Inc.) for the cost of the services that has already been paid for by Wellington Chase Inc. and then recover the costs from the School Board. Those services which have not been completed as yet, would be paid for by the City in the usual manner once constructed. This proposal is considered reasonable and acceptable by staff and the final result would be in accordance with the City's cost sharing policies had the Separate School Board owned the lands at the time of development of "Wellington Chase - Phase 2", Plan 62M-577.

DVC:

cc: E. C. Matthews, City Treasurer
cc: L. Farr, City Solicitors Office


Lands owned by WELLINGTON CHASE INC.: to be transferred to the ROMAN CATHOLIC SEPARATE SCHOOL BOARD.
Lands owned by the ROMAN CATHOLIC SEPARATE SCHOOL BOARD: to be transferred to WELLINGTON CHASE INC.
Neighbourhood Boundary
Zoning Boundary
Approvals
Planning Committee APRIL 12,1978 Council MAY 9,1978
Latest Revision Date JANUARY 10,1990
CITY OF HAMILTON
PLANNING DEPARTMENT
BARNSTOWN
APPROVED PLAN
NORTH
SCALE
Approvals
Planning Committee APRIL 28,1978 Council JUNE 29,1978
Latest Revision Date JANUARY 10,1990
CITY OF HAMILTON
PLANNING DEPARTMENT
BUTLER
APPROVED PLAN
NORTH
SCALE

The Hamilton-Wentworth Roman Catholic Separate School Board
Le Conseil des Écoles Séparées Catholiques Romaines de Hamilton-Wentworth
90 MULBERRY ST., P.O. BOX 2012 HAMILTON, ONTARIO, CANADA L8N 3R9
416 525-2930

August 22, 1989

FILE NO. 5723-37
LETTER NO.
AUG 2 4 1989

ENG. PLAN		READ BY
ENG. OPER.		
[illegible]		ANS. BY
REAL ESTATE		FILED BY
ADMIN.		

The Regional Municipality of
Hamilton-Wentworth
Engineering Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attn: Mr. K. Brenner, P. Eng.

Re: Wellington Chase, Phase 2
Plan 62M-577
City of Hamilton

Dear Sir:

We are in the process of acquiring Block 69 from Wellington Chase Inc. We are prepared to pay the City of Hamilton and the Regional Municipality of Hamilton-Wentworth for all associated servicing costs on Bonaparte Way and Brigade Drive, in accordance with the existing agreements between the Separate School Board and the Regional Municipality and between the Separate School Board and the City of Hamilton.

Please treat this transaction as if we had owned Block 69 prior to registration of Wellington Chase, Phase 2. We are also respectfully requesting that all park dedication fees be waived in favour of our Board.

Yours very truly,

Anthony Cupido

A. F. Cupido, P. Eng.
Superintendent of Plant Operations

AFC:ic

c.c. Wellington Chase Inc.
Attn: J. A. Parente

City of Hamilton
Real Estate Department
Attn: D. Vyce

Requesting survey plans from Urban for parcels of lands involved 89 10 05 dl

Separate School Board of Education land exchange in
Barnstown and Butler Neighbourhoods, Hamilton

ANALYSIS

In May 1978, the Area Municipality of Hamilton approved the Neighbourhood Plan for the Barnstown neighbourhood. In December 1987, Regional Council approved the draft plan of subdivision for "Wellington Chase" (owner - Wellington Chase Inc.). Within the draft plan for Wellington Chase, there was a parcel of land which was designated for use as a Separate School Board site. This school site was included in the Final Plan of Subdivision for "Wellington Chase - Phase 2" and is known as Block "69", Plan 62M-577.

In June 1976, the Area Municipality of Hamilton approved the Neighbourhood Plan for the Butler neighbourhood. Within the neighbourhood there is an area which is presently owned by the Roman Catholic School Board. A portion of these lands will be developed as a Separate School Board site, and a portion of the lands will be developed for residential uses. Servicing costs associated with this residential site would be recovered in the normal manner when the lands are developed under a future plan of subdivision or development application . Therefore, this report will not be dealing with the financial aspects of this parcel at this time.

To properly implement both of the approved neighbourhood plans, the School Board and Wellington Chase Inc. are willing to exchange lands so that the School Board receives the school site in the Barnstown Neighbourhood from Wellington Chase Inc., and Wellington Chase Inc. will receive that portion of the School Board's lands in the Butler neighbourhood which is designated for residential use (See attached plan).

The land exchange between the two owners is being completed on an equal land area for equal land area basis. The City would not be involved at this time if the exchanges had taken place before the plan of subdivision for "Wellington Chase - Phase 2" had been registered. However, since the exchange had not taken place prior to development, the developer was required to pay for the service costs adjacent to the subject lands because Wellington Chase Inc. was the owner and was required to pay for services in accordance with City policy.

The Engineering Department has received a letter from the Separate School Board indicating that they are prepared to pay their normal share of the cost of services associated with the proposed school site (Block "69") as stated in the present cost sharing agreements between the Board and the City. This agreement provides for the Separate School Board to pay for services based on the present Local Improvement Act rates. It is now proposed to treat Block "69" as if it were owned by the Separate School Board prior to registration.

cont'd ...

2(d)

F O R A C T I O N

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 13, 1990
COMM FILE: 3-115
DEPT FILE: T103-50

SUBJECT:

Inadvertent Encroachment Agreements

RECOMMENDATION

That the applications for Inadvertent Encroachment Agreements as outlined on Schedule"A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreemments satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

b) That the Mayor, and City Clerk be authorized to sign and execute all necessary documents to implement these agreements; and,

c) That a first year fee and a subsequent annual fee as determined in schedule "A" be set for this priviledge.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

BACKGROUND

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. The City has allowed these types of encroachment in the past.

JKC:nq

cc. S. Gabruss, City Solicitor's Dept.

SCHEDULE "A"

City Council Date: Tuesday March 13, 1990.

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
143 Fairfield Avenue North	Concrete Steps Measuring 5.0' X 2.36'	Braden & Braden Barristers & Solicitors 123 Ottawa Street North L8H 3Y9	$105.00 - $20.00	T103-50 (864)
214 Mary Street North	Wooden Porch Measuring 22.5' X 1.5'	John W. Findlay 20 Jackson Street West Suite 500 Hamilton, Ontario L8P 1L2	$105.00 - $20.00	T103-50 (825)
18 Balsam Avenue North	Concrete Steps Measuring 4.5' X 1.0'	Fedak Law Office Barristers & Solicitors 1252 Barton Street 2nd Floor Hamilton, Ontario L8H 2V9	$105.00 - $20.00	T103-50(837)
438 Dundurn Street South (encroachment on Glenside Ave.)	Balcony Measuring 4.5' X 3.2'	Rouben Gharabegian 1588 Truscott Drive Mississauga, Ontario L5J 1Z5	$105.00 - $20.00	TT103-50(861)
127 Fairfield Avenue North	Framed Shed Measuring 7.8' X 7.9'	Phillip D. Kennedy 40 Mohawk Road Suite 1 Box 6218 Station F Hamilton, Ontairo L9C 3S3	$105.00 - $20.00	T103-50(850)
515 Mary Street North	Concrete Steps Measuring 2.0' X 1.45'	Walter P. Jazvac 124 Young Street Hamilton, Ontario. L8N 1V6	$105.00 - $20.00	T103-50(865)
126 Roxborough Avenue	Concrete Steps Measuring 4.62' X 2.0'	Braden and Braden Barristers and Solicitors 123 Ottawa Street North Hamilton, Ontario. L8H 3Y9	$105.00 - $20.00	T103-50(805)

FOR ACTION

2(e)

REPORT TO: SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL,
ACTING COMMISSIONER OF ENGINEERING

DATE: 1990 March 9
COMM FILE:
DEPT FILE: (See
ID# lorie Sched. A)

SUBJECT:

Incorporating certain City lands into various streets, roads, etc.

RECOMMENDATION

That the City Solicitor be authorized and directed to incorporate certain City lands into various streets, etc. as described in Schedule "A", appended hereto.

Ted Gill

E. M. Gill, P. Eng.
Acting Commissioner of Engineering

HMS:lj
Encl.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason For being Incorporated	File No.
Fairholt Rd. N.	Part of the Reserve in William Strong's Survey, Reg'd Plan No. 300, as described in Inst. #136017 Ham.	NIL	To provide access from municipal addresses #29 & 31 Fairholt Road as established by reg'd Plan No. 300	S610-03
Rexford Drive	Parts of Block "AX" Plan M-200, designated as Parts 1 and 2, Plan 62R- 11002	NIL	To provide access and hook-up between Rexford Drives on Plans M-200 and 62M-454 and also provide access from Part 1 on Plan 62R-9722 to Rexford Drive	S718-06 S718-45
Templemead Drive	Part of Lot 5, Con. 8 (formerly Barton Twp.) designated as Parts 1-6 (both incl.) on Plan 62R-4121	NIL	To provide access & hook-up with Templemead Drives as est'd by By-Laws 85-161 & 87-210 and Plan 62M-560 to a soon to be Registered Plan of Subdivision abutting and to the east to be known as "Silverton Avenue Subdivision"	S720-22 S610-03

SCHEDULE			
PART	LOCATION	INSTRUMENT	AREA IN SQ. FT
1	LOT 5 CONCESSION 8 TOWNSHIP OF BARTON	5905 C.D.	76
2		PARTS 3 & 4 - SUBJECT TO AN EASEMENT IN FAVOUR OF THE BELL TELEPHONE COMPANY OF CANADA IN INST. 36851 BARTON	2
3			660
4			20
5			5416
6			164
7		27529 C.D.	3300
8			100
9		233269 H.L.	6567
10			199

SCHEDULE			
PART	LOCATION	INSTRUMENT	AREA IN SQ. FT
11	LOT 5 CONCESSION 8 TOWNSHIP OF BARTON	335463 H.L.	6897
12			209
13		47208 BARTON	6817
14			209
15		3836 C.D.	1624
16			102
17			425
18			14956
19		44817 BARTON	12983
20			422

RECEIVED AND DEPOSITED AS

PLAN 62R-4121

DATE: May 22 1978

Eleanor Wilde

DPY LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (No 62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER PART II OF THE REGISTRY ACT

DATE: JUNE 30, 1977

LARRY DAWOY

ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

FD. SIB AT NORTH EAST CORNER OF LOT 5, CONCESSION 8

PART 1
SEE DETAIL "A"

PART 2

INSTRUMENT No 172906 A.B

418.00' N73°21'40"W meas. (418.00' INST. No 5905 C.D.)

OLD POST AND WIRE FENCE

CENTRELINE OF UNDER GROUND BELL TELEPHONE CABLE

PART 3 — PART 2 PLAN 62R-865 — PART 3 62R-865

(192.00' INST No 5905 C.D.) 186.4' MEAS

20.00 20.00 20.00

33.00

163.85'

PART 5

164.41' N16°11'E

164.43'

PART 6

PART 4

PARTS 1, 2, 3, 4, 5 & 6
ACQUIRED FROM CLOGG
INST No 57604 C.D.

INSTRUMENT No 5905 C.D.

133.75' MEAS. (192.00' INST. No 5905 C.D.)

23.0 C.H.W.E.

S

CUT CROSS IN CONC BASE OF FENCE POST

33.01'

1.00'

418.00' N72°19'W

POST AND WIRE FENCE

T 7

T 8

N16°11'E

100.00'

WIRE FENCE

PARTS 7 & 8
ACQUIRED FROM BERTRAND
IN INST. No 85163 C.D.

INSTRUMENT No 275279 C.D.

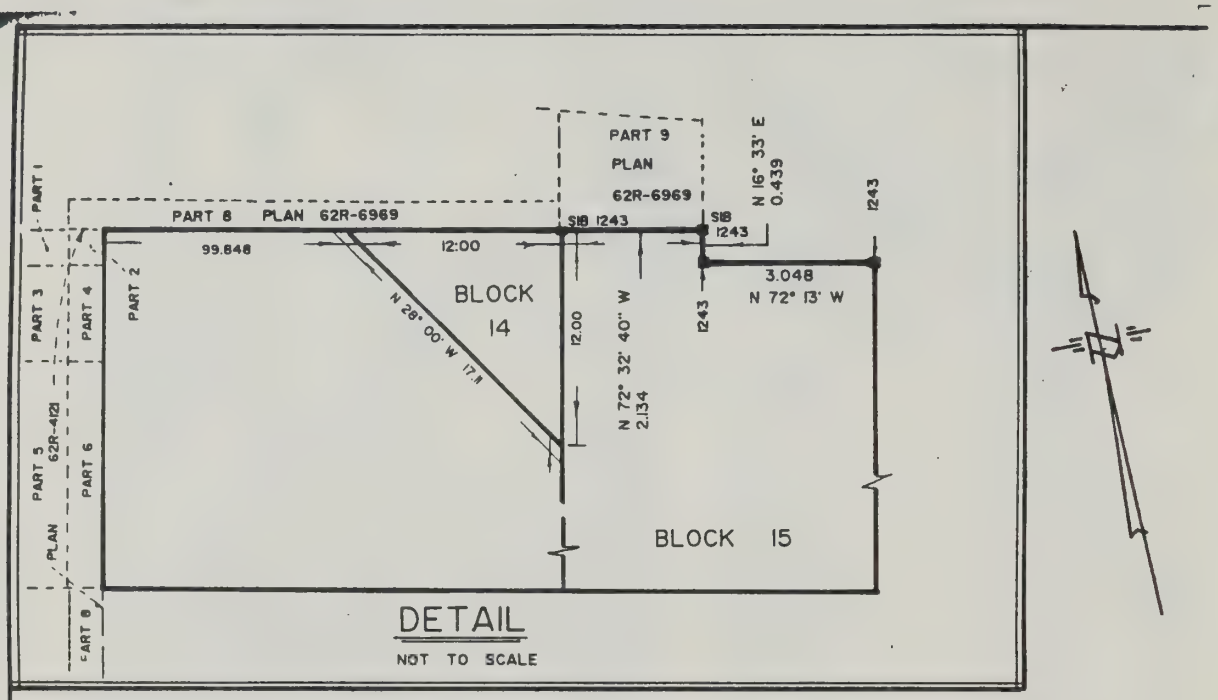
REFERENCE PLAN
SHOWING
PART OF LOT 5 CONCESSION 8
FORMERLY IN THE TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

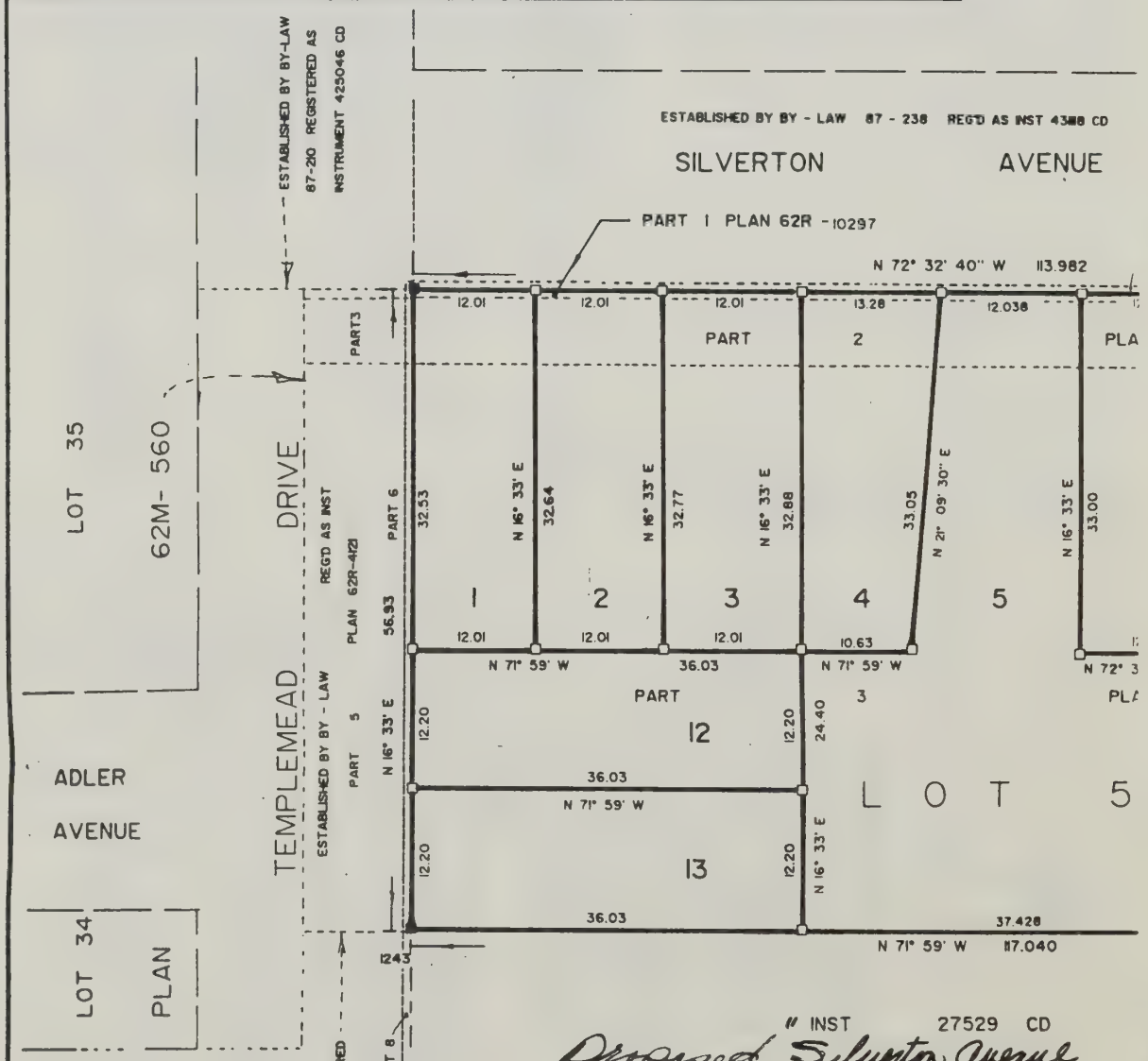
SCALE: 1" = 60'

A.J. Clarke O.L.S. 1977

N

W


PART 9
PLAN
62R-6969
N 16° 33' E
0.439
PART 8 PLAN 62R-6969
S18 1243
S18
1243
1243
99.848
12.00
3.048
N 72° 13' W
PART 1
PART 2
PART 3
PART 4
PART 5
62R-4121
PART 6
PLAN
PART 8
BLOCK
14
N 28° 00' W 17.8
12.00
1243
N 72° 32' 40" W
2.134
BLOCK 15
DETAIL
NOT TO SCALE


ESTABLISHED BY BY-LAW
87-200 REGISTERED AS
INSTRUMENT 425046 CD
ESTABLISHED BY BY - LAW 87 - 238 REGD AS INST 43188 CD
SILVERTON
AVENUE
PART 1 PLAN 62R - 10297
N 72° 32' 40" W 113.982
12.01
12.01
12.01
13.28
12.038
PART 2
PART 3
LOT 35
62M- 560
DRIVE
REGD AS INST
PLAN 62R-4121
PART 6
56.93
32.53
N 16° 33' E
32.64
N 16° 33' E
32.77
N 16° 33' E
32.88
N 16° 33' E
33.05
N 21° 09' 30" E
N 16° 33' E
33.00
1
2
3
4
5
12.01
12.01
12.01
10.63
N 71° 59' W
36.03
N 71° 59' W
PART
3
PART
12
12.20
12.20
24.40
N 16° 33' E
36.03
N 71° 59' W
L O T 5
ADLER
AVENUE
TEMPLEMEAD
ESTABLISHED BY BY - LAW
PART 5
13
12.20
12.20
N 16° 33' E
36.03
37.428
N 71° 59' W 117.040
LOT 34
PLAN
1243
PART 8
" INST 27529 CD
Proposed Silverton Avenue
Subdivision"
C O N C E S S I O N
as heavy outline

lhase 5

RTON

APPROVED UNDER SECTION 50 OF THE PLANNING ACT BY THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
THIS 1st DAY OF June 1988.

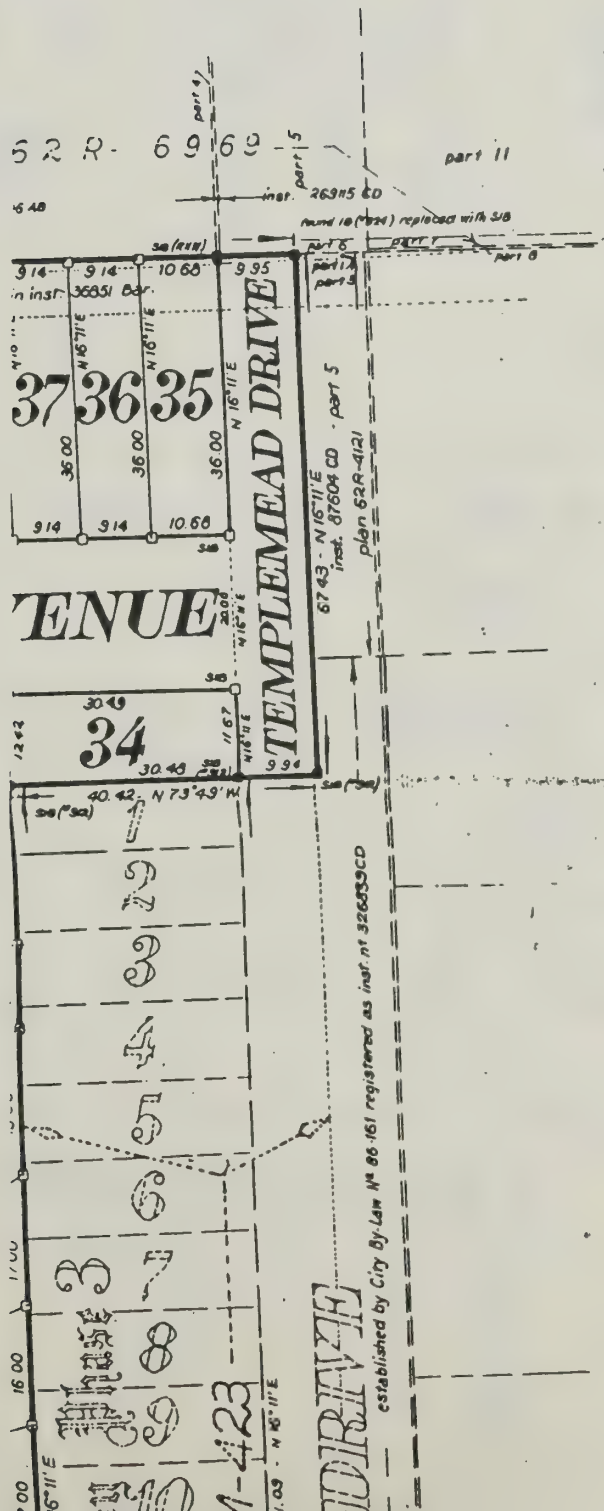
AUTHORIZED BY BY-LAW Nº 85-024

PLAN 62M- 560

I CERTIFY THAT THIS PLAN 62M-560 IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF WENTWORTH AT 10:09 O'CLOCK ON THE 10TH DAY OF JUNE, 1988. AND ENTERED IN THE REGISTER FOR PARCEL PLAN-1 SECTION 62M-560 AND REQUIRED CONSENTS AND AFFIDAVITS ARE REGISTERED AS PLAN DOCUMENT Nº 225893 L.T.

By L. McGuire
LAND REGISTRAR

THIS PLAN COMPRISES THE REMAINDER OF PARCEL 5-16, SECTION BAR 8(c) AND THE REMAINDER OF PARCEL 5-17, SECTION BAR 8 (c).
SUBJECT TO AN EASEMENT OVER PART 3 PLAN 62R-8929 IN INST. Nº 36851 BAR. WHICH AFFECTS LOTS 35 TO 42 (BOTH INCLUSIVE), INDEPENDENCE DRIVE AND TEMPLEMEAD DRIVE.
SUBJECT TO AN EASEMENT OVER PART 6 PLAN 62R-8929 IN INST. Nº 36870 BAR WHICH AFFECTS BLOCK 43 (0.30 WIDE RESERVE) AND INDEPENDENCE DRIVE.



Owner's Certificate:

THIS IS TO CERTIFY THAT:

1. LOTS 1 TO 42 BOTH INCLUSIVE, THE STREETS NAMELY INDEPENDENCE DRIVE, IRONWOOD CRESCENT, TEMPLEMEAD DRIVE, ADLER AVENUE, THE 0.30 WIDE RESERVE NAMELY BLOCKS 43 AND 44 HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS.
2. THE STREETS ARE HEREBY DEDICATED AS PUBLIC HIGHWAYS TO THE CORPORATION OF THE CITY OF HAMILTON.

DATED THE 29th DAY OF FEBRUARY, 1988.

TOSCANI DEVELOPMENT LTD.

GINO TOSCANI
PRESIDENT
I HAVE THE AUTHORITY TO BIND THE CORPORATION

Surveyor's Certificate:

I CERTIFY THAT:

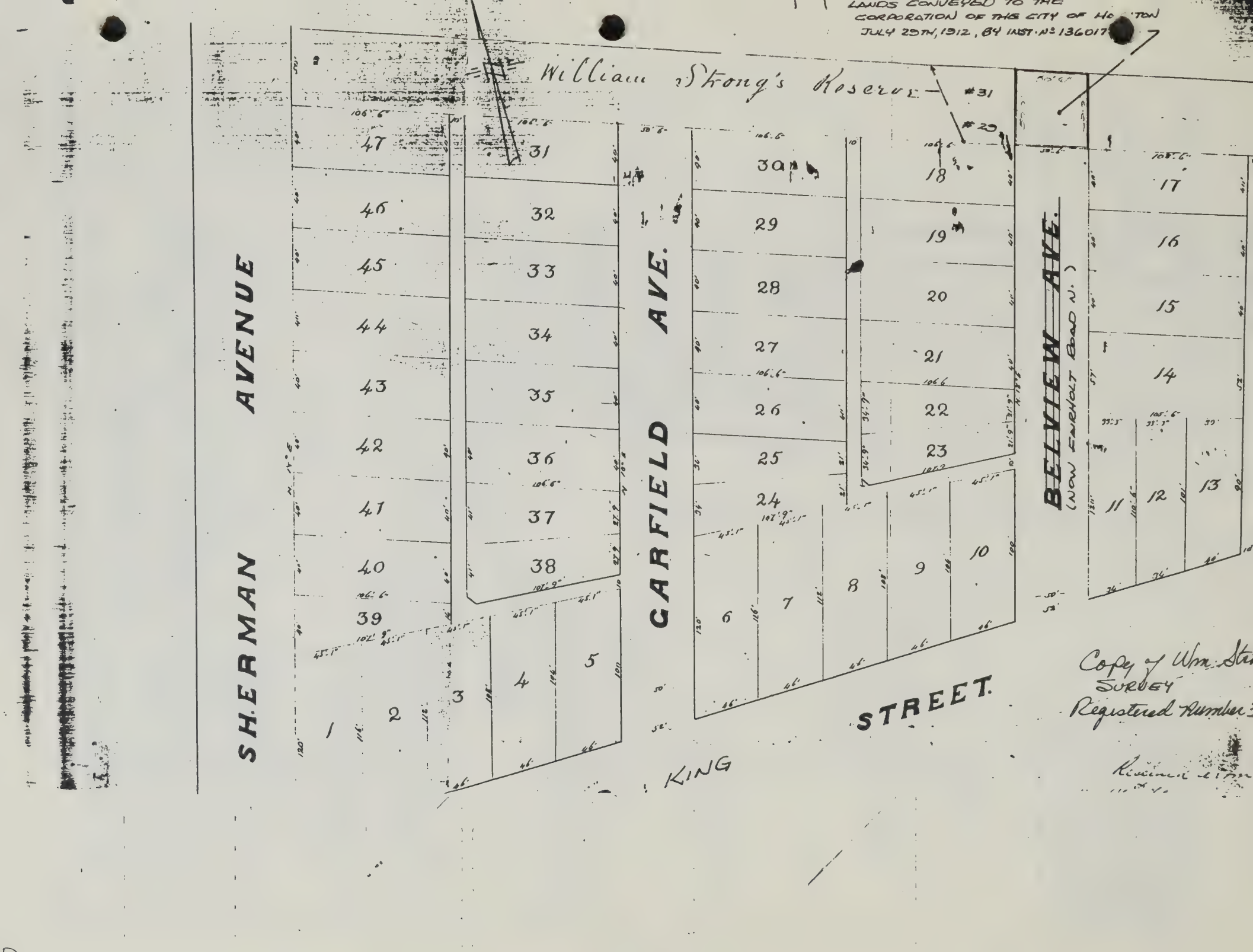
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER
2. THE SURVEY WAS COMPLETED ON THE 9th DAY OF SEPTEMBER, 1987

SEPTEMBER 9, 1987
DATE

D.J. CLARKE
ONTARIO LAND SURVEYOR

Curve Data:

LOT	RADIUS	ARC	CHORD	CH. BEARING
3	31.00	13.70	13.59	N 15°57'60" W
4	"	12.71	12.62	N 4°26'20" E
21	51.00	4.94	4.94	N 13°24'40" E
22	"	9.90	9.88	N 5°04'30" E
23	"	9.90	9.88	N 6°02'00" W
24	"	9.90	9.88	N 17°10'20" W
25	"	8.80	8.79	N 27°40'40" W
28	63.00	9.83	9.81	N 32°54'30" E
29	"	32.10	31.75	N 35°51'20" E

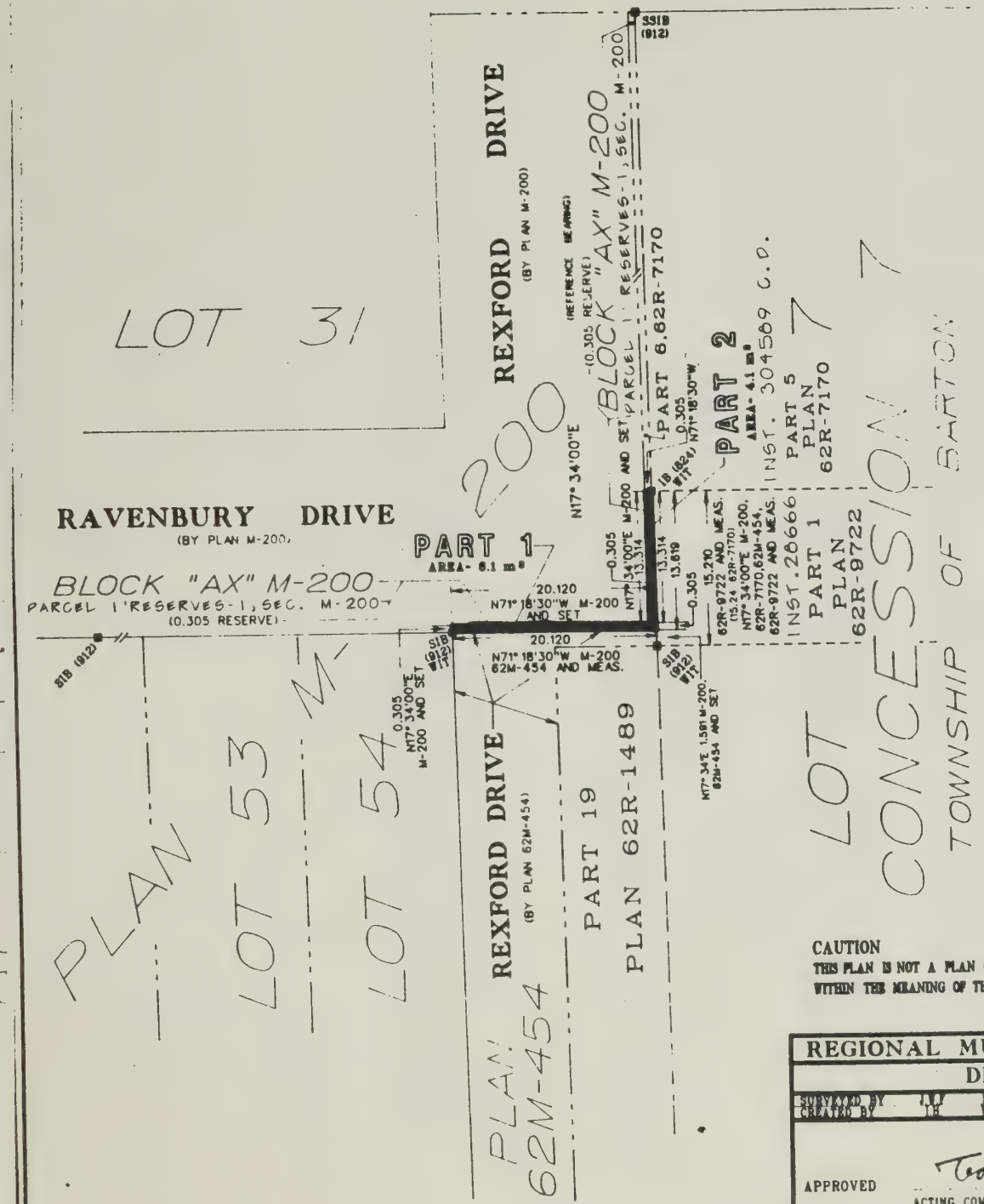

LANDS CONVEYED TO THE
CORPORATION OF THE CITY OF HOUSTON
JULY 25TH, 1912, BY INST. No. 136017
William Strong's Reserve
#31
#29
SHERMAN AVENUE
CARFIELD AVE.
BELVIEW AVE.
(NOW ENEHOLT ROAD N.)
STREET.
KING
Copy of Wm. Str
SURVEY
Registered Number

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

PLAN 62R-11002
RECEIVED AND DEPOSITED
DATE 1990 03 08
By P. McGinn
LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.
DATE Feb. 28/1990
KIN M. LAU O.L.S.
MANAGER OF LEGAL SURVEYS

PARTS 1 & 2 - PART OF PARCEL 1 RESERVES-1, SECTION M-200



PLAN OF SURVEY
OF
PART OF BLOCK "AX" PLAN M-200
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE - 1 : 400
5 0 5 10 20 30m

KIN M. LAU ONTARIO LAND SURVEYOR
1990

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER :
2. THE SURVEY WAS COMPLETED ON THE 12th DAY OF FEBRUARY 1990.

Feb. 28/1990
DATE

KIN M. LAU O.L.S.

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

NOTE
BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE EAST LIMIT OF REXFORD DRIVE ON A COURSE OF N17° 34'00"E AS SHOWN ON PLAN M-200.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

SURVEYED BY AJV FIELD BOOK BK 29 FILE No. 3916-01 DATE 88-12-14
CREATED BY JH TIES TO MONUMENTS CHECKED BY KM LAU O.L.S.

APPROVED Ted Gill
ACTING COMMISSIONER OF ENGINEERING

MANAGER OF LEGAL SURVEYS O.L.S.

PLAN No. RA-H-507 SURVEYS

2(f)

F O R A C T I O N

REPORT TO: MR. J. SCHATZ, SECRETARY
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

DATE: March 9, 1990
COMM FILE: 3-11.4
DEPT FILE: E205-05

SUBJECT

Amendment to Standard Subdivision Agreement regarding costs for Street Trees.

RECOMMENDATION

That payment for street trees in subdivisions be increased from six dollars twenty-five cents ($6.25) per metre to seven dollars ($7.00) per metre of frontage & flankage, the new rate to be applied to all subdivisions where the engineering schedules have not yet been approved by Council.

That the fee for street trees in subdivisions be indexed annually on the 1st day of January in accordance with the Composite Index for October as published in the October issue of the Southam Construction Cost Index (Ontario Series) for that year.

Ted Gill

E. M. Gill
Acting Commissioner of Engineering

BACKGROUND

The City policy requires the subdivider to make a cash payment to the City for trees to be planted on new streets. The concept is to plant one tree per lot along the frontage, and a reasonable number of trees along flankages and along large blocks of land within new subdivisions.

Cont'd ....

Amendment to Standard Subdivision Agreement regarding
costs for Street Trees

Cont'd ....

The charge is levied on the basis of a fixed amount per metre frontage and flankage rather than on a per tree basis. This is for the convenience of administration. The total collected amount is meant to cover 100% of the City's cost in the long run. The last time this charge was revised to reflect actual costs was in January 1988. We have now been advised by the Public Works Department that the planting cost has increased from approximately $85.00 per tree to approximately $95.00 per tree. It is therefore necessary to increase the cost from six dollars twenty-five cents ($6.25) per metre to seven dollars ($7.00) per metre to avoid subsidizing the tree planting programme.

DVC:rc

cc: J. Pavelka, Director
Public Works Department

3.

FOR ACTION

REPORT TO: Mr. J. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 14
COMM FILE:
DEPT FILE: TEC-56-90

SUBJECT:

Increases in Traffic Department processing and leasing fees.

RECOMMENDATIONS:

(a) That the existing one time processing fee of $40.00 for inspection and administrative costs associated with the signing and enforcement of private parking lots in accordance with By-law 89-75 be increased by 6.7% to $42.68; and

(b) That the existing one time processing fee of $150.00 for each commercial, industrial, institutional and multiple residential boulevard parking application be increased by 6.7% to $160.05; and

(c) That the existing commercial, industrial, institutional and multiple residential boulevard parking leasing rates of $50.00 per parking space or part of a space per year for each of the first two spaces and $25.00 per parking space or part of a space per year for each space over two and up to a total of ten spaces be increased by 6.7% to $53.35 per space and $26.68 per space respectively; and

(d) That a one time $15.00 processing fee be established for driveway approach approvals by the Traffic Department for commercial, industrial, institutional and multiple residential land uses, except where a boulevard parking processing fee is applicable.

(e) That the policy be adopted of adjusting the processing fees for signing private parking lots, boulevard parking applications, driveway approach approvals, and boulevard leasing fees annually on January 01 each year by a rate equal to the cost of living index for the Province of Ontario for the previous year based on the Consumer Price Index at the previous September 01.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The recommended increases in Traffic Department service charges and leasing fees will result in additional revenues in the order of $4,000 per year.

BACKGROUND:

At the Transport and Environment Committee budget meeting on 1990 February 19, the Traffic Department was directed to investigate and report back on the feasibility of increasing all Traffic Department charges for services and leasing fees by 6.7%, as well as a one time $15.00 processing fee for all driveway approach approval applications except for one, two and three family homes.

The Traffic Department supports and recommends the increased charges as outlined in the recommendation of this report.

Also, it might be appropriate for the Traffic Department to report to the Committee each year regarding the desirability of increasing these service charges and leasing fees by a rate equivalent to the annual cost of living index for Ontario for the previous year based on the Consumer Price Index at the previous September 01.

4(a)

FOR ACTION

REPORT TO: Mr. R. C. Prowse
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 9
COMM FILE: 3-9.2
DEPT FILE: TEC-59-90

SUBJECT: Pearl Street North between King Street West and Morden Street - parking regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Pearl Street North between King Street West and Morden Street.

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

There are sufficient funds available within the 1990 Traffic Department operating budget estimates for manufacturing, erecting, and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

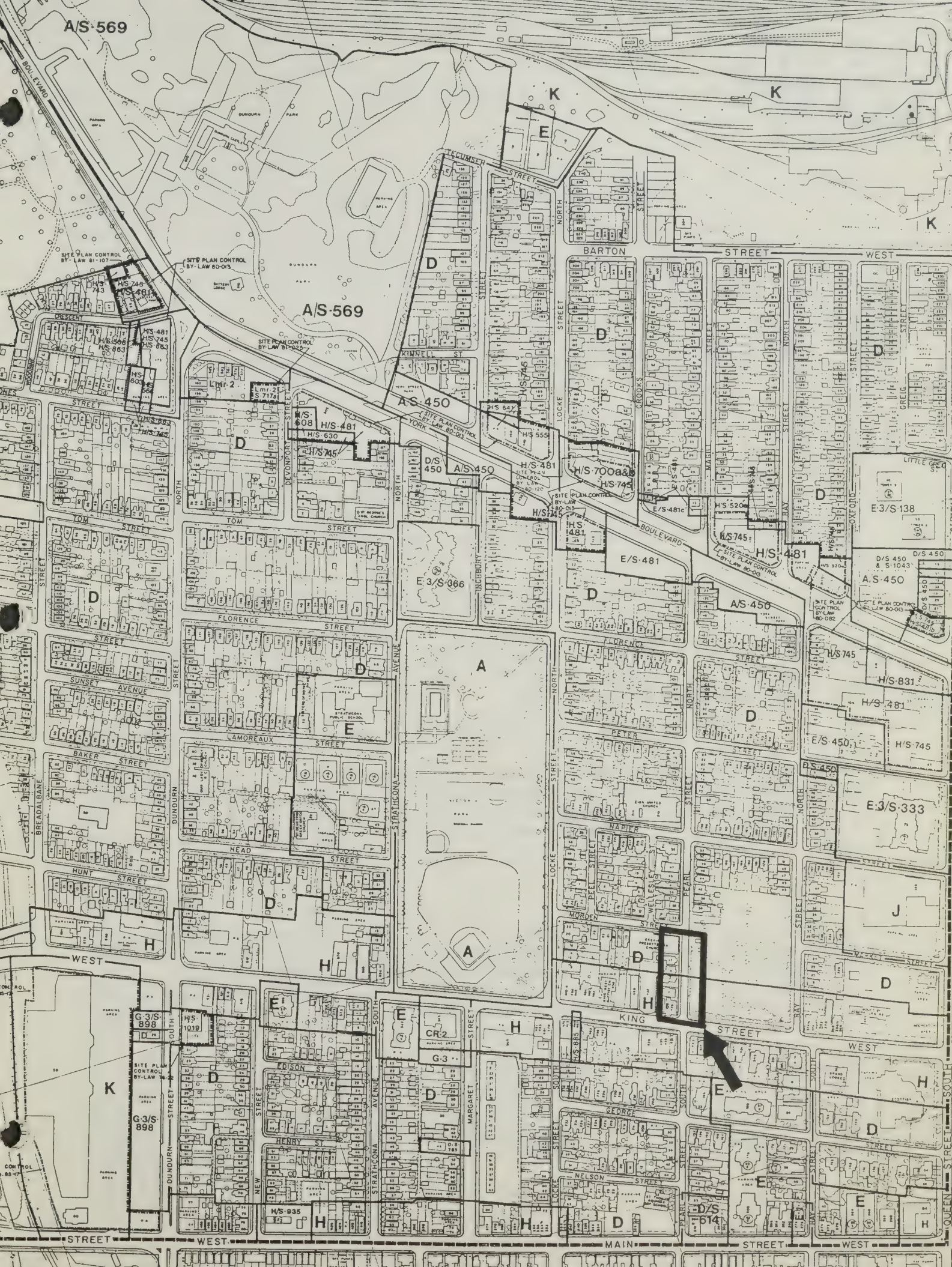
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all five of the one, two and three family dwellings on Pearl Street North in the block between King Street West and Morden Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the street. Four of the five residents who signed the petition have indicated their support for the proposed regulation, and one resident has indicated that they have no opinion on this matter. Presently, there is unrestricted free parking on the east side of Pearl Street in this block, except for the time limit regulation located at the southerly end of the block along the commercial flankage.

The Traffic Department has contacted the resident who circulated the petition to determine if there would be any objections to implementing a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, to be

consistent with the existing time limit regulation located at the southerly end of this block. The resident has indicated that he would not anticipate any objections to the change of hours of the requested regulation.

The implementation of the requested regulation would eliminate long-term parking by non-residents. Area residents of one, two, and three family dwelling would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since 80 percent of the abutting residents support the proposed regulation, the Traffic Department concurs with the request.


A/S-569
A/S-569
A/S-450
A/S-450
A/S-450
A/S-450
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
TECUMSEH STREET
KINNELL ST
TOM STREET
FLORENCE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
EDISON ST
HENRY ST
GEORGE STREET
NELSON STREET
PETER STREET
NAPIER STREET
MORDEN STREET
WELLESLEY STREET
DUNDURN PARK
BOULEVARD
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-003
SITE PLAN CONTROL BY-LAW 81-225
SITE PLAN CONTROL BY-LAW 80-082
E-3/S-366
E-3/S-138
E-3/S-333
E/S-481
E/S-481c
E/S-450
D/S 450 & S-1043
D/S 614
G-3/S 898
G-3/S 898
G-3
CR-2
H/S-481
H/S-745
H/S-700a&b
H/S-831
H/S-935
H/S-1039
H/S-608
H/S-630
H/S-555
H/S-520
H/S-885
H/S-863
H/S-866
H/S-743
H/S-647
Lmr-2
Lmr-2
S-717a
INCHBURY
STRATHCONA AVENUE
DUNDURN
BREADALBANE
DEVONPORT
LOCKE
MARGARET
BAY
OXFORD
GREIG
CROOKS
MASSEY
PEARL

4(b)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 5
COMM FILE: 3-9.2
DEPT FILE: TEC-34-90

SUBJECT: West Avenue North between King William Street and Wilson Street - parking regulations.

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented in conjunction with the existing "Alternate Side Parking" regulation on West Avenue North between King William Street and Wilson Street in place of the existing "Three Hour Parking Time Limit; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

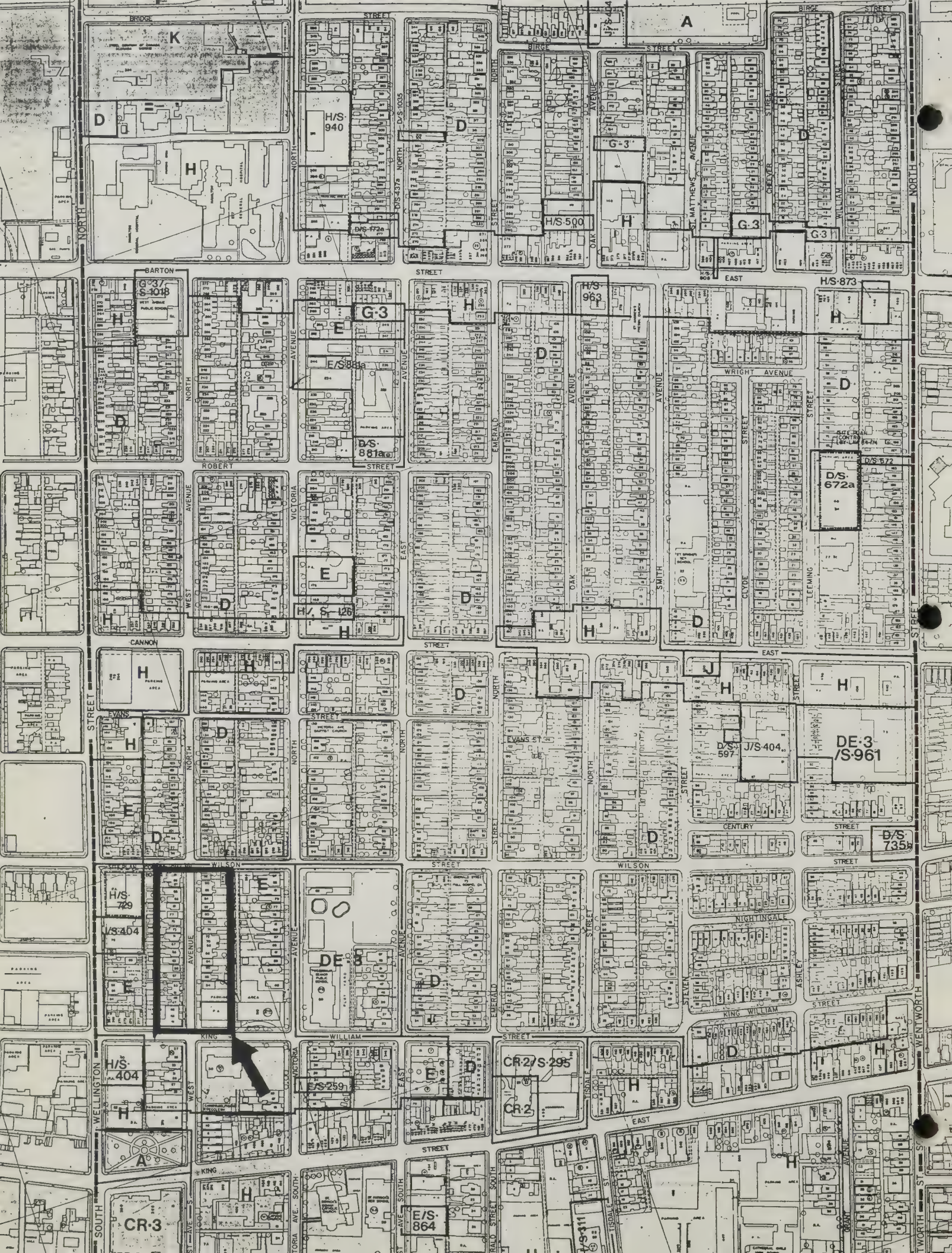
FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds have been provided in the 1990 Traffic Department Operating Budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $2.00 per month charge for each time limit exemption permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 21 of the 38 one, two and three family dwellings on West Avenue North in the block between King William Street and Wilson Street, requesting that a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented in conjunction with the existing "Alternate Side Parking" regulation in place of the existing "Three Hour Parking Time Limit" on the street.

The implementation of the requested regulation would further reduce long-term non-resident parking. Area residents of one, two, and three family dwellings would be entitled to purchase permits to exempt their vehicles from the signed parking time limit. Therefore, since approximately 55 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.


BRIDGE STREET
BARTON STREET
ROBERT STREET
CANNON STREET
EVANS STREET
WILSON STREET
KING WILLIAM STREET
WRIGHT AVENUE
CENTURY STREET
NORTH
SOUTH
EAST
WEST
H/S-940
H/S-500
H/S-873
H/S-963
H/S-729
H/S-404
G-3
G-3/S-101B
E/S-881a
D/S-881a
D/S-672a
D/S-672
D/S-597
J/S-404
DE-3/S-961
D/S-735b
CR-2/S-295
CR-2
E/S-259
E/S-864
CR-3
D/S-1035
D/S-437a
D/S-172a
H/S-126
OAK
EMERALD
VICTORIA
SMITH
CLYDE
LEEMING
TISDALE
NIGHTINGALE
ASHLEY
STEVEN
WENTWORTH
WELLINGTON
ST. MATTHEWS AVENUE
CHEEVER AVENUE
WILLIAM AVENUE

4(c)

FOR ACTION

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 9
COMM FILE: 3-9.2
DEPT FILE: TEC-57-90

SUBJECT: Isaac Court - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Isaac Court be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the ten one, two and three family dwellings abutting Isaac Court, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on their street. All seven residents are in favour of the proposed regulation.

Presently, there is a "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street. This regulation was implemented many years ago due to complaints regarding non-resident long-term parking associated with Glendale High School. The resident who circulated the petition has expressed concern regarding the lack of available on-street parking for visitors.

The implementation of the proposed regulation would allow for short-term parking for non-residents as well as residents without permits. Area residents of one, two and three family dwellings would be entitled to purchase permits, at a cost of $24.00 per year per permit, to exempt their vehicles from the signed time limit. Therefore, since 70% of the abutting residents are in favour of the proposed regulation, the Traffic Department concurs with the request.


QUEENSTON ROAD
B1
E-2/S-7
E2
G1
DE
C
D
DE-2
DE-3
HH
E
CHERRY ROAD
HEATHER ROAD
CARENE AVENUE
BURBANK COURT
BRYANT COURT
ROBROY AVENUE
ORKNEY DRIVE
NEWARK AVENUE
ORPHIR ROAD
STAR AVE.
SECORD DRIVE
TWILIGHT CT.
LAURA CT.
WOODMAN DRIVE
SUNRISE DRIVE
RAINBOW DRIVE
GAILMONT DRIVE
STARLIGHT CT.
ISAAC CT.
VERA CT.
LEONA CT.
COLONIAL CT.
EMPIRE COURT
ECHO DRIVE
GLEN ECHO DRIVE
LOYALIST DRIVE
DENTEN ST.
RAINBOW DRIVE
NASH ROAD SOUTH
NASH ROAD N.
POTTRUFF ROAD
POTTRUFF RD. N.
KING STREET EAST
QUIGLEY ROAD
RIDGE RD.
GLENDALE SECONDARY SCHOOL
GLEN ECHO PUBLIC SCHOOL
SPORTS FIELD
PARKING AREA

FOR ACTION

4(d)

REPORT TO: Mr. J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 1
COMM FILE: 3-9.2
DEPT FILE: TEC-52-90

SUBJECT: Princess Street between Earl Street and Sherman Avenue - Parking Regulations

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on both sides of Princess Street between Earl Street and Sherman Avenue; and

b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the 14 residential properties abutting the block and any additional permits (to a maximum of 20) on a first come first served basis; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

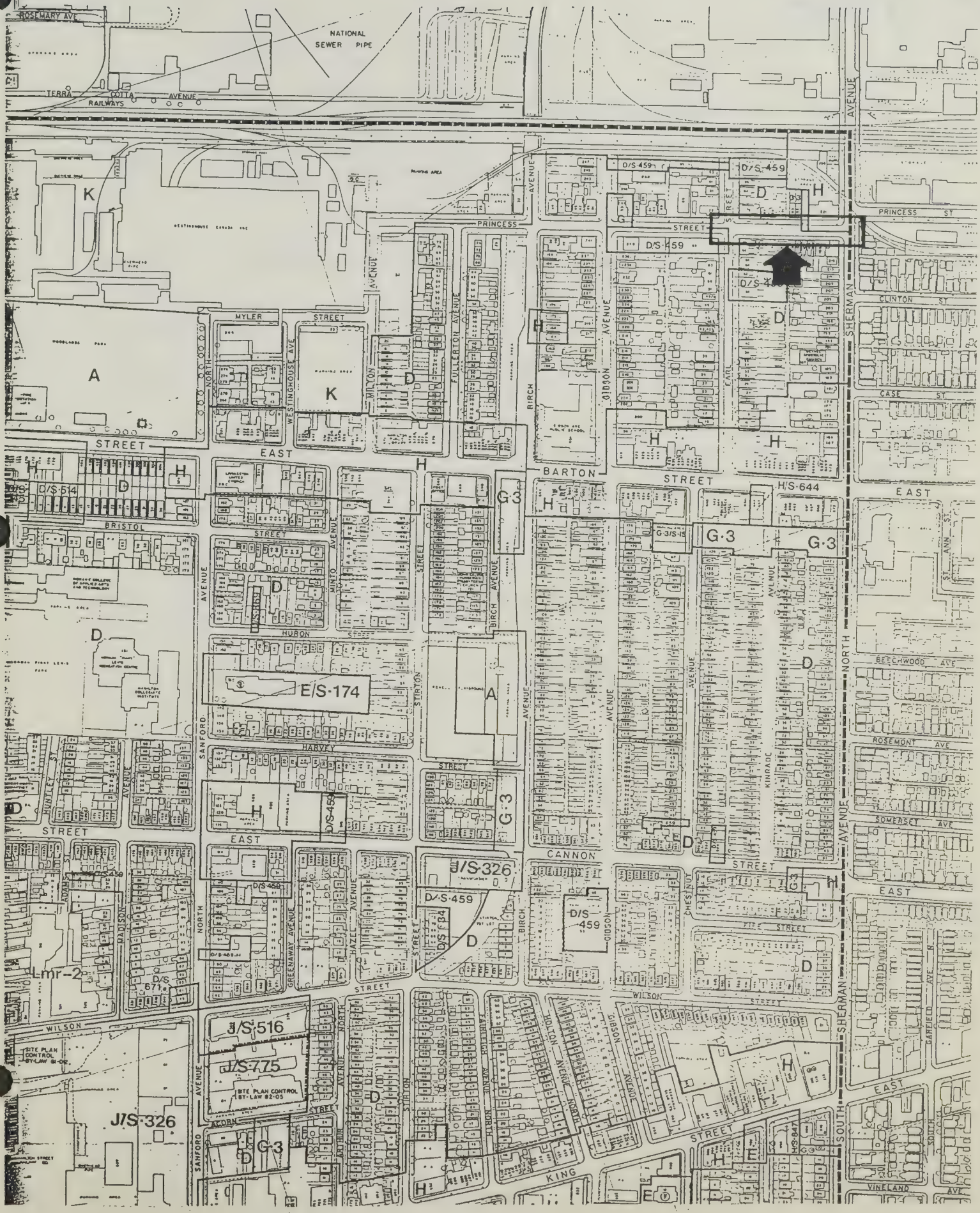
Sufficient funds are provided in the 1990 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the charge of $1.00 per month for a parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 14 one, two and three family dwellings abutting Princess between Earl and Sherman requesting that a "Permit Parking" regulation be implemented on this section of street. All eleven residents are in favour of the proposed regulation. Presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department has contacted the three residents who did not sign the petition. One resident is in favour and two are opposed to the proposed regulation. A total of 13 permits would be required by the abutting residents. An investigation has revealed that there is a total of 20 legal on-street parking

spaces on the north and south sides of the street in this area. Therefore, since 86% of the abutting residents are in favour of the proposed regulation and since there is a sufficient number of on-street parking spaces to accommodate the demand for permits, the Traffic Department supports the request.


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS STREET
PRINCESS ST
CLINTON ST
CASE ST
MYLER STREET
EAST
BARTON STREET
BRISTOL STREET
HURON STREET
HARVEY STREET
CANNON STREET
WILSON STREET
KING
SHERMAN AVENUE
NORTH
SOUTH
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
VINELAND AVE
WESTINGHOUSE AVE
FULLERTON AVENUE
WILTON AVENUE
BIRCH AVENUE
GIBSON AVENUE
EARL STREET
MUNRO AVENUE
STRATON AVENUE
SANFORD AVENUE
GREENAWAY AVENUE
HAZEL AVENUE
MADISON AVENUE
ADAM
ACORN
ARTHUR STREET
HUNTLEY ST
KINTYRE AVENUE
CHESTNUT AVENUE
HOLTON AVENUE
MORDEN AVENUE
ANN ST
GARFIELD AVE
E/S-174
J/S-326
J/S-516
J/S-775
D/S-459
D/S-514
H/S-644
G-3/S-15
D/S-684
D/S-671
SITE PLAN CONTROL BY-LAW 82-05
SITE PLAN CONTROL BY-LAW 81-102
Lmr-2
A
D
E
G-3
H
K

5(a)

FOR ACTION

REPORT TO: Mr. J. Schatz
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 6
COMM FILE: 3-9.5
DEPT FILE: TEC-53-90

SUBJECT: 440 Main Street East - Application for Commercial Boulevard Parking

RECOMMENDATION:

That the application of B.C.R. Investments to lease a portion of the boulevard of Erie Avenue adjacent to 440 Main Street East be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $125.00 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

ii) the owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $150.00 processing fee, as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

Revenue from the leasing of this City boulevard would be $125.00 per year.

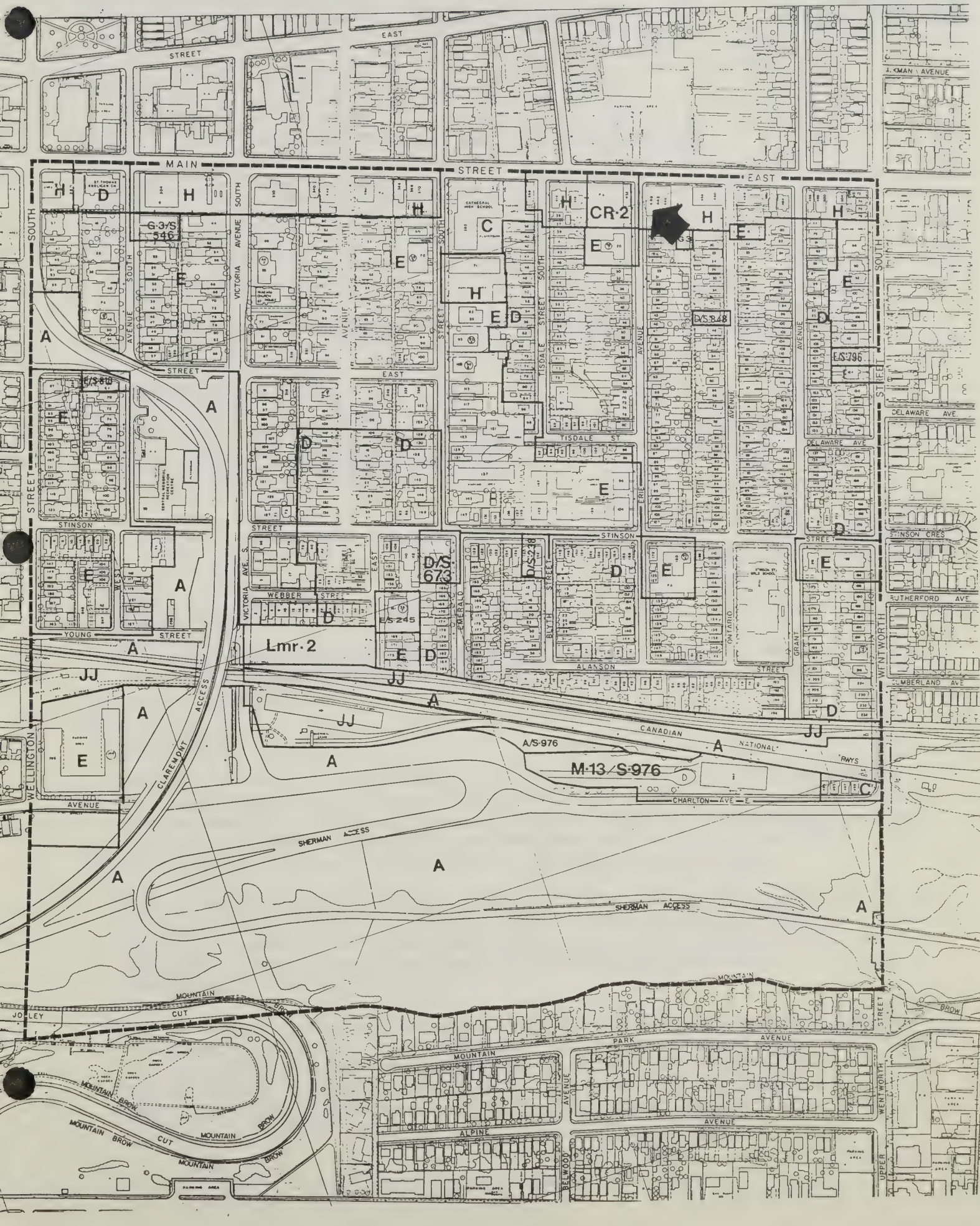
BACKGROUND:

B.C.R. Investments has applied for permission to lease a portion of the road allowance of Erie Avenue adjacent to the commercial property at No. 440 Main Street East to park three vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $310.00 which represents the first annual leasing fee ($125.00) and encroachment insurance ($10.00), as well as the one time registration fee ($25.00) and one time processing fee ($150.00).

cc: Ms. Patrice Noe Johnson
City Solicitor


MAIN STREET
EAST
SOUTH
VICTORIA AVENUE
CATHEDRAL HIGH SCHOOL
CR-2
G-3/S-546
E/S-810
D/S-848
E/S-796
TISDALE ST
DELAWARE AVE
STINSON
STINSON CRES
WEBBER STREET
D/S-673
D/S-238
E/S-245
Lmr-2
YOUNG STREET
ALANSON STREET
RUTHERFORD AVE
CUMBERLAND AVE
WENTWORTH STREET
CANADIAN NATIONAL RWYS
A/S-976
M-13/S-976
CHARLTON AVE E
WELLINGTON
CLAREMONT ACCESS
SHERMAN ACCESS
MOUNTAIN BROW
JOSLEY CUT
PARK AVENUE
ALPINE AVENUE
BELWOOD
UPPER WENTWORTH
SUMMIT AVE

5(b)

FOR ACTION

REPORT TO: Mr. J. Schatz
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 March 7
COMM FILE:
DEPT FILE: TEC-47-90

SUBJECT:

All Souls Rectory, 21 Barton Street West - Boulevard Parking Fees.

RECOMMENDATIONS:

That no action be taken on the request by All Souls Rectory, 21 Barton Street West, for a reduced charge for the use of the boulevards of MacNab and Colbourne Streets for boulevard parking purposes.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

All Souls Church, 21 Barton Street West, is presently paying $300.00 per year for the use of portions of the boulevards of MacNab and Colbourne Streets for parking purposes.

BACKGROUND:

On 1983 July 27, the City Council approved an application by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton in Ontario to use portions of the boulevards of MacNab and Colbourne Streets adjacent to 21 Barton Street West for boulevard parking purposes. The agreement was executed by the applicant and registered in the Land Registry Office as Instrument No. 254243.

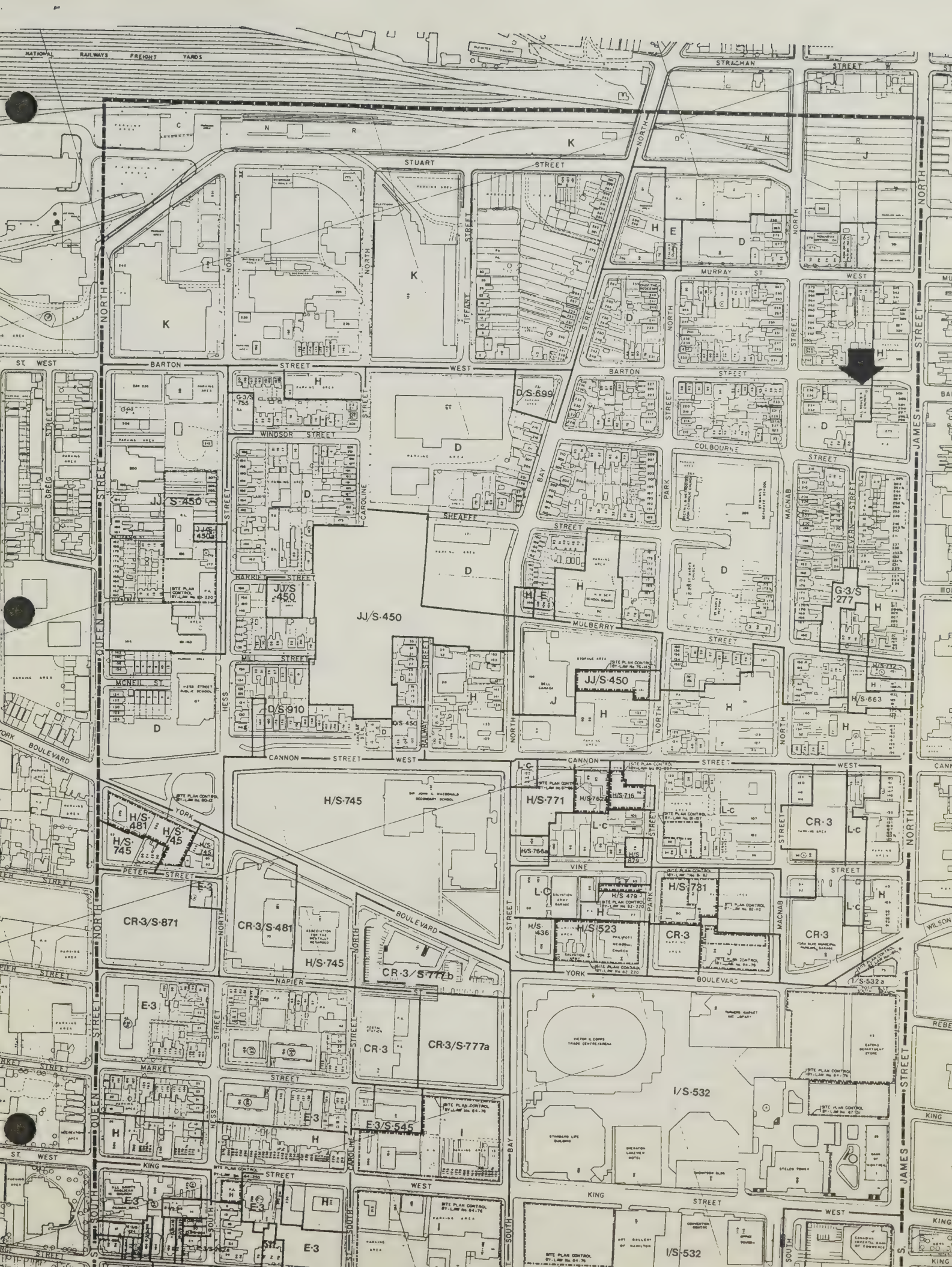
The executed agreement specifies that the annual fee for boulevard parking at this location is $410.93 per year. However, on 1986 March 25, the City Council approved a revision to the boulevard parking rates such that the annual fee for this particular boulevard parking location was reduced by $110.93 per year to the new rate of $300.00 per year.

The current boulevard parking rates for commercial, institutional, industrial and multiple residential uses specifies that the annual leasing fee is $50.00 per parking space or part of a space per year for each of the first two spaces, and $25.00 per parking space or part of a space per year for each space over two and up to a total of 10 spaces. In this particular case, the annual rate is

$300.00 per year for 10 boulevard parking spaces which is equivalent to $2.50 per month per space, or approximately 8 cents per day per space.

For many years, the City and Region have charged a modest fee, depending on the location and abutting land use for each boulevard parking space. These fees are much below the typical "market value" cost for commercial premises.

Although this is presently the only church for which a City boulevard parking agreement has been executed, several other boulevard agreements exist adjacent to various types of institutions, such as Canada Welding and Trade School, Denholme Nursing Home, North End Children's Centre, Amity, Mission Services, Citizen's Action Group, GO Transit. These other institutions might also request reduced boulevard parking rates. Therefore, the Traffic Department does not support the request for a reduced rate for this one particular agreement.


NATIONAL RAILWAYS FREIGHT YARDS
STUART STREET
BARTON STREET WEST
WINDSOR STREET
HARRIET STREET
MILL STREET
MCNEIL ST.
CANNON STREET WEST
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
COLBOURNE STREET
MULBERRY STREET
VINE STREET
YORK BOULEVARD
STRACHAN STREET WEST
MURRAY ST WEST
SHEAFFE STREET
TIFFANY STREET
QUEEN STREET
JAMES STREET NORTH
JAMES STREET S.
HESS STREET
CAROLINE STREET
BAY STREET
MACNAB PARK
SEVERN STREET
GREIG STREET
D/S-699
JJ/S-450
D/S-910
H/S-745
H/S-481
H/S-771
H/S-781
H/S-523
H/S-436
H/S-663
G-3/S-277
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
E-3/S-545
I/S-532
CR-3
E-3
L-C
H

FOR ACTION

6

REPORT TO: Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

DATE: 1990 February 6
COMM FILE:
DEPT FILE: TEC-35-90

SUBJECT:

Intersection of Bow Valley Drive and Evelyn Street - Intersection Control.

RECOMMENDATIONS:

That no action be taken on the request for three-way stop control at the intersection of Bow Valley Drive and Evelyn Street.

Murray F. Main

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The erection of stop signs on Bow Valley Drive at Evelyn Street would result in increased motor vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to report to the Transport and Environment Committee respecting a request that three-way stop control be implemented at the intersection of Bow Valley Drive and Evelyn Street. The Traffic Department has investigated this matter, and has the following report.

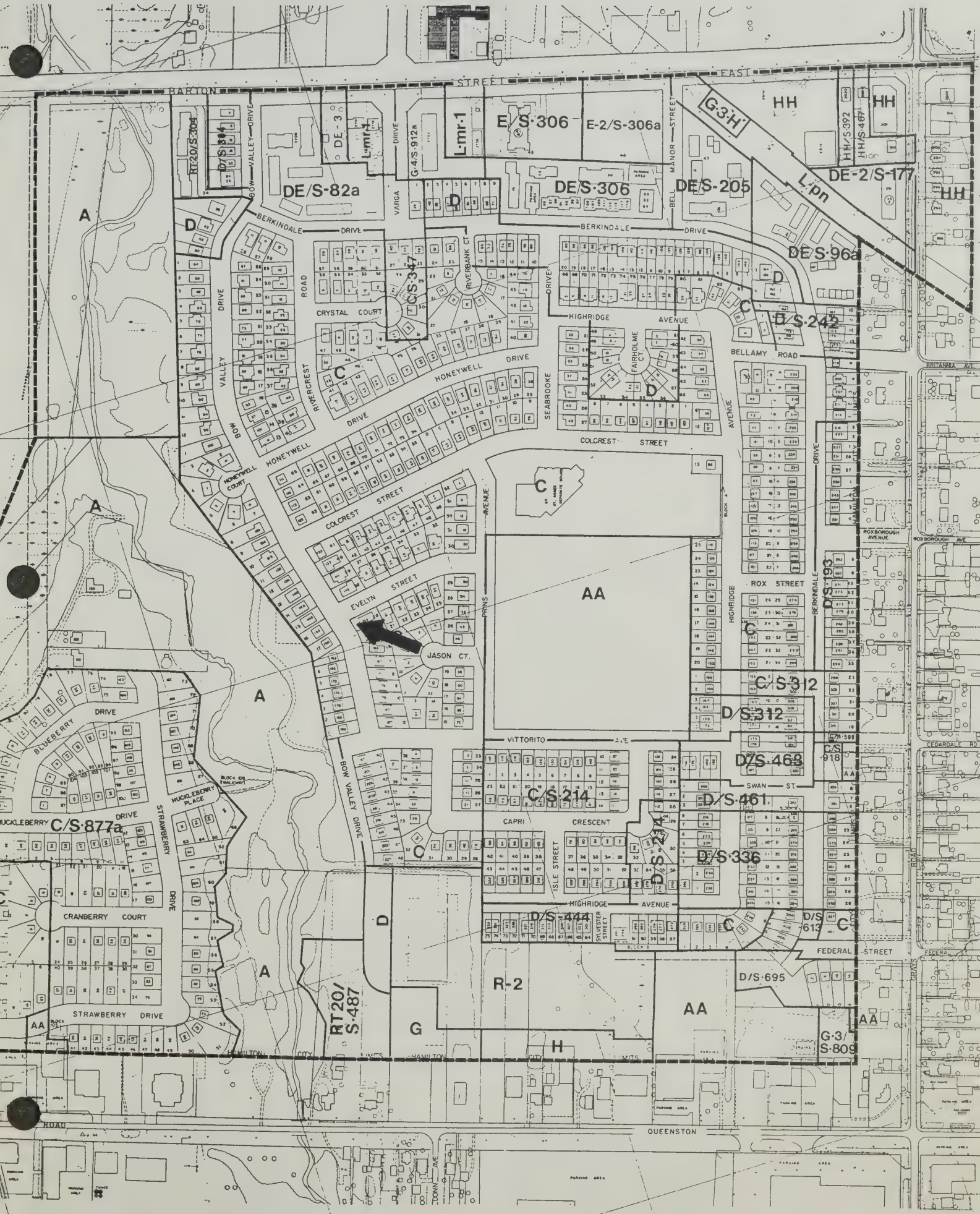
The intersection of Bow Valley and Evelyn is a "T" type intersection, and presently, westbound traffic on Evelyn is required to stop for northbound and southbound traffic on Bow Valley. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last eight years. Thus, the collision record at this location has been very good and cannot be proved upon by any change in the intersection control.

Experience with attempting to stop motorists on the through roadway at a "T" intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location, and therefore, are not looking for a stop sign, and we have found the violation rate to be relatively high. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist, for whatever reason, fails to stop for the stop signs.

Presently, northbound and southbound traffic on Bow Valley is required to stop approximately 500 feet north at Honeywell and approximately 300 feet south at Vittorito. Additional stop signs on Bow Valley at Evelyn would be considered to be over-restrictive and unnecessary.

The Traffic Department utilizes certain criteria to determine when all direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record, and to severe visibility obstruction which make it necessary for all vehicles to stop. None of the criteria are met at Bow Valley and Evelyn at this time.

In summary, the intersection of Bow Valley and Evelyn has operated safely for the past several years. Thus, there is no apparent compelling reason to change the intersection control, and it is concluded that stop signs on Bow Valley at Evelyn would be less safe than the present one-way stop control.


BARTON STREET EAST
DE/S-82a
DE-3
L-mr-1
E/S-306
E-2/S-306a
DE/S-306
DE/S-205
DE/S-96a
DE-2/S-177
G-3/H
L-pn
HH
HH/S-392
HH/S-467
RT-20/S-304
D/S-304
G-4/S-912a
VARGA DRIVE
BELL MANOR STREET
BERKINDALE DRIVE
BOW VALLEY DRIVE
RIVERCREST ROAD
CRYSTAL COURT
C/S-347
RIVERBANK CT.
HONEYWELL DRIVE
HIGHRIDGE AVENUE
FAIRHOLME CT.
SEABROOKE DRIVE
BELLAMY ROAD
D/S-242
COLCREST STREET
EVELYN STREET
JASON CT.
PRINS AVENUE
ROX STREET
D/S-193
ROXBOROUGH AVENUE
BERKINDALE DRIVE
C/S-312
D/S-312
VITTORIO AVE.
C/S-598
C/S-918
D/S-463
SWAN ST.
C/S-214
CAPRI CRESCENT
D/S-461
D/S-224
D/S-336
ISLE STREET
HIGHRIDGE AVENUE
D/S-444
SYLVESTER STREET
D/S-613
FEDERAL STREET
D/S-695
BLUEBERRY DRIVE
C/S-877a
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
STRAWBERRY DRIVE
RT20/S-487
R-2
G
H
AA
A
C
D
G-3/S-809
QUEENSTON ROAD
BRITANNIA AVE.
CEDARDALE RD.

7(a)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 February 28
COMM FILE:
DEPT FILE: 65-1/90.10

SUBJECT: By-law to Incorporate Part 2, Plan 62R-10839 into QUAKER CRESCENT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 2nd Report of the Transport & Environment Committee, Item 4, adopted by City Council on February 13, 1990.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on February 13, 1990, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 2, PLAN 62R-10839 INTO QUAKER CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Quaker Crescent by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Quaker Crescent.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 2 R.T.E.C. 4, February 13

SCHEDULE 'A'

Part of Parcel 1' Reserves -1

Section M-192

being Part of Block "AX", Plan M-192

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Part 2 on Plan 62R-10839

being part of the Parcel.

7(b)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 February 28
COMM FILE:
DEPT FILE: 65-1/90.9

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10839 into QUEEN VICTORIA DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 2nd Report of the Transport & Environment Committee, Item 4, adopted by City Council on February 13, 1990.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on February 13, 1990, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 1, PLAN 62R-10839 INTO QUEEN VICTORIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Queen Victoria Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Queen Victoria Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 2 R.T.E.C. 4, February 13

SCHEDULE 'A'

Part of Parcel 1' Reserves -1

Section M-192

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Part 1 on Plan 62R-10839

being part of the Parcel.

7(c)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 February 28
COMM FILE:
DEPT FILE: 65-1/90.11

SUBJECT: By-law to Incorporate Part 3, Plan 62R-8963 into LIMERIDGE ROAD

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 2nd Report of the Transport & Environment Committee, Item 4, adopted by City Council on February 13, 1990.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on February 13, 1990, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 3, PLAN 62R-8963 INTO LIMERIDGE ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Limeridge Road by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Limeridge Road.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 2 R.T.E.C. 4, February 13

SCHEDULE 'A'

Part of Lot 11, Concession 7, former Township of Barton

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Part 3 on Plan 62R-8963.

7(d)

FOR ACTION

REPORT TO: Secretary, Transport and Environment Committee

FROM: Ms. Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-2/90.1

SUBJECT: By-law to reconstruct portion of Holly Avenue, as set out in Schedule "A" hereto
- 1990 Road and Sidewalk Capital Reconstruction Program

RECOMMENDATION:

That City Council enact the attached By-law in accordance with the authorization contained in Item 22 of the 2nd Report of the Finance & Administration Committee, adopted by City Council on January 30, 1990.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on January 30, 1990, directed the City Solicitor to prepare the by-law referred to above.

The Public Notice was printed in The Hamilton Spectator on Saturday, February 24, and March 3 and will be further published on March 10 and 17, 1990 at the request of the Regional Engineering Department.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. T. Szekely

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO ALTER HOLLY AVENUE, FROM BEACH ROAD TO McANULTY BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary as part of the 1990 Reconstruction/Resurfacing Programme to alter Holly Avenue, from Beach Road to McAnulty Boulevard as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on January 30, 1990, in adopting Item 22 of the 2nd Report of the Finance and Administration Committee, authorized the reconstruction and altering of Holly Avenue, from Beach Road to McAnulty Boulevard as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this By-law has been published as required by Section 301 of the Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The reconstruction of Holly Avenue, from Beach Road to McAnulty Boulevard, as described in Schedule "A" attached hereto and forming part of this by-law, may be proceeded with.

2. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.

PASSED this day of 1990.

City Clerk Mayor

(1990) 2 R.F.A.C. 22, January 30

SCHEDULE 'A'

TO BY-LAW NO. 90-

DESCRIPTION OF WORKS TO BE UNDERTAKEN

1. <u>Holly Avenue</u>

   The widening of Holly Avenue

   - from 7.3 metres to 8.5 metres

   And the reconstruction of Holly Avenue, including the repair/reconstruction of sidewalks (both sides)

   - from Beach Road to McAnulty Boulevard

7(i)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.29

SUBJECT: By-law to Incorporate Parcel "B", Plan 1007 into ALMA AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 19(m), adopted by City Council on June 27, 1989.

P Noé Johnson

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

7(E)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 March 6
COMM FILE:
DEPT FILE: 65-1/90.12

SUBJECT: By-law to Incorporate Part 1, Plan 62R-10882 into RUPERT COURT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 3rd Report of the Transport & Environment Committee, Item 2, adopted by City Council on February 27, 1990.

Philip R. A. Hooker

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on February 27, 1990, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 1, PLAN 62R-10882 INTO RUPERT COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rupert Court by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rupert Court.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 3 R.T.E.C. 2, February 27

SCHEDULE 'A'

Part of Parcel 9-14

Section Bar.(7)

Being part of Lot 9, Concession 7, in the former Township of Barton

City of Hamilton

Regional Municipality of Hamilton-Wentworth

designated as Part 1 on Plan 62R-10882

being part of the Parcel.

7(F)

FOR ACTION

REPORT TO: Secretary
Transport and Environment Committee

FROM: Philip R. A. Hooker
Acting City Solicitor

DATE: 1990 March 6
COMM FILE:
DEPT FILE: 65-1/90.13

SUBJECT: By-law to Incorporate part of Block 19, Plan 62M-471 into QUINCY COURT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 3rd Report of the Transport & Environment Committee, Item 2, adopted by City Council on February 27, 1990.

Philip R.A. Hooker

FINANCIAL IMPLICATIONS: *(IF NONE, STATE N/A)*

N/A

BACKGROUND:

City Council, on February 27, 1990, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Dept.
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery, City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART OF BLOCK 19, PLAN 62M-471 INTO QUINCY COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Quincy Court by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Quincy Court.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1990) 3 R.T.E.C. 2, February 27

SCHEDULE 'A'

Part of Parcel Reserve -1

Section 62M-471

Being all of Block 19, Plan 62M-471

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Excepting those parts of the said block designated as Parts 4 and 5, Plan 62R-8468

being part of the Parcel.

7(9)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.31

SUBJECT: By-law to Incorporate Blocks 16 and 17, Plan 62M-455 into REXFORD DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 20(f)(ii), adopted by City Council on June 27, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCKS 16 AND 17, PLAN 62M-455 INTO REXFORD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rexford Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rexford Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 20(f)(ii) June 27

SCHEDULE 'A'

Part of Parcel Reserves -1

Section 62M-455

Being all of Blocks 16 and 17, Plan 62M-455

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

7(h)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.30

SUBJECT: By-law to Incorporate Block 35, Plan 62M-478 into REXFORD DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 20(f)(i), adopted by City Council on June 27, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCK 35, PLAN 62M-478 INTO REXFORD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rexford Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Rexford Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 20(f)(i) June 27

SCHEDULE 'A'

Part of Parcel Reserves -1

Section 62M-478

Being all of Block 35, Plan 62M-478

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

7(i)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.29

SUBJECT: By-law to Incorporate Parcel "B", Plan 1007 into ALMA AVENUE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 19(m), adopted by City Council on June 27, 1989.

P Noé Johnson

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PARCEL 'B', PLAN 1007 INTO ALMA AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Alma Avenue by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Alma Avenue.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 19(m), June 27

SCHEDULE 'A'

All of Parcel "B",

according to Registered Plan No. 1007

City of Hamilton

Regional Municipality of Hamilton-Wentworth

7(5)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.28

SUBJECT: By-law to Incorporate Part 7, Plan 62R-7802 into EVA STREET

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 19(1), adopted by City Council on June 27, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE PART 7, PLAN 62R-7802 INTO EVA STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Eva Street by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Eva Street.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 19(1), June 27

SCHEDULE 'A'

Part of Lots 2 and 3,
according to Registered Plan No. 1007
City of Hamilton
Regional Municipality of Hamilton-Wentworth
designated as Part 7 on Plan 62R-7802.

7(k)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.27

SUBJECT: By-law to Incorporate Block 67, Plan 62M-556 into PRESIDIO DRIVE

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 19(k), adopted by City Council on June 27, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCK 67, PLAN 62M-556 INTO PRESIDIO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Presidio Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Presidio Drive.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 19(k), June 27

SCHEDULE 'A'

Part of Parcel Reserves -1

Section 62M-556

Being all of Block 67, Plan 62M-556

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

7(L)

FOR ACTION

REPORT TO: Secretary
Transport & Environment Committee

FROM: Patrice Noé Johnson
City Solicitor

DATE: 1990 March 12
COMM FILE:
DEPT FILE: 65-1/89.32

SUBJECT: By-law to Incorporate Blocks 18 and 19, Plan 62M-455 into ROBSON CRESCENT

RECOMMENDATION:

That City Council enact the attached by-law in accordance with the authorization contained in the 11th Report of the Transport & Environment Committee, Item 20(f)(iii), adopted by City Council on June 27, 1989.

FINANCIAL IMPLICATIONS: (IF NONE, STATE N/A)

N/A

BACKGROUND:

City Council, on June 27, 1989, directed the City Solicitor to prepare the by-law referred to above.

c.c. Mr. E. M. Gill, Acting Commissioner
Regional Engineering Department
Attn: Mr. R. Douglas

c.c. Mr. K. E. Avery
City Clerk

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 90-

TO INCORPORATE BLOCKS 18 AND 19, PLAN 62M-455 INTO ROBSON CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Robson Crescent by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Robson Crescent.

2. Schedule "A" attached hereto is included in and forms part of this By-law.

3. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1990.

City Clerk Mayor

(1989) 11 R.T.E.C. 20(f)(iii) June 27

SCHEDULE 'A'

Part of Parcel Reserves -1

Section 62M-455

Being all of Blocks 18 and 19, Plan 62M-455

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

CA4ONHBL-A05
C51T6

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

Mrs. J. McAnanama
Chief Executive Officer
Hamilton Public Library

HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

March 14, 1990

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 19, 1990
9:30 o'clock a.m.
Room 233, City Hall

Lynn Dale

Lynn Dale, Acting Secretary
Transport and Environment Committee

LD:mjw

DELEGATION

(A) 10:30 a.m. Public Delegation - Parking Regulations - Crerar Drive Between Pescara Drive and the North End

1. DIRECTOR OF PROPERTY

(a) Purchase by the City - Parts 4, 5 and 6, Draft Reference Plan S-732 prepared by Mackay, Mackay & Peters Ltd., Rear Land 586 Stone Church Road East, Yiannoulla Mouskos

(b) Office Accommodations - School Crossing Program - Traffic Department

2. COMMISSIONER OF ENGINEERING

(a) 1990 Maintenance Cost for Automatic Protection at Level Crossings

(b) Separate School Board of Education land exchange in Barnstown and Butler Neighbourhoods

(c) Temporary Street Closure - Bowen Street South of Main Street East

(d) Inadvertent Encroachment Agreements

(e) Incorporating Certain City Lands into Various Streets, Roads, etc.

(f) Amendment to Standard Subdivision Agreement regarding costs for Street Trees

3. DIRECTOR OF TRAFFIC

Increase in Traffic Department's Processing and Leasing Fees

4. PARKING REGULATIONS

(a) Pearl Street North between King Street West and Morden Street

(b) West Avenue North between King William Street and Wilson Street

(c) Isaac Court

(d) Princess Street between Earl Street and Sherman Avenue

5. BOULEVARD PARKING

(a) 440 Main Street East

(b) All Souls Rectory, 21 Barton Street West

6. INTERSECTION CONTROL

Intersection of Bow Valley Drive and Evelyn Street

7. CITY SOLICITOR

(a) By-law to Incorporate Part 2, Plan 62R-10839 into Quaker Crescent

(b) By-law to Incorporate Part 1 - Plan 62R-10839 into Queen Victoria Drive

(c) By-law to Incorporate Part 3, Plan 62R-8963 into Limeridge Road

(d) By-law to Reconstruct Portion of Holly Avenue, as set out in Schedule "A" hereto, - 1990 Road and Sidewalk Capital Reconstruction Program

(e) By-law to Incorporate Part 1, Plan 62R-10882 into Rupert Court

(f) By-law to Incorporate Part of Block 19, Plan 62M-471 into Quincy Court

(g) By-law to Incorporate Blocks 16 and 17, Plan 62M-455 into Rexford Drive

(h) By-law to Incorporate Block 35, Plan 62M-478 into Rexford Drive

(i) By-law to Incorporate Parcel "B", Plan 1007 into Alma Avenue

(j) By-law to Incorporate Part 7, Plan 62R-7802 into Eva Street

(k) By-law to Incorporate Block 67, Plan 62M-556 into Presidio Drive

(l) By-law to Incorporate Blocks 18 and 19, Plan 62M-455 into Robson Crescent

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